



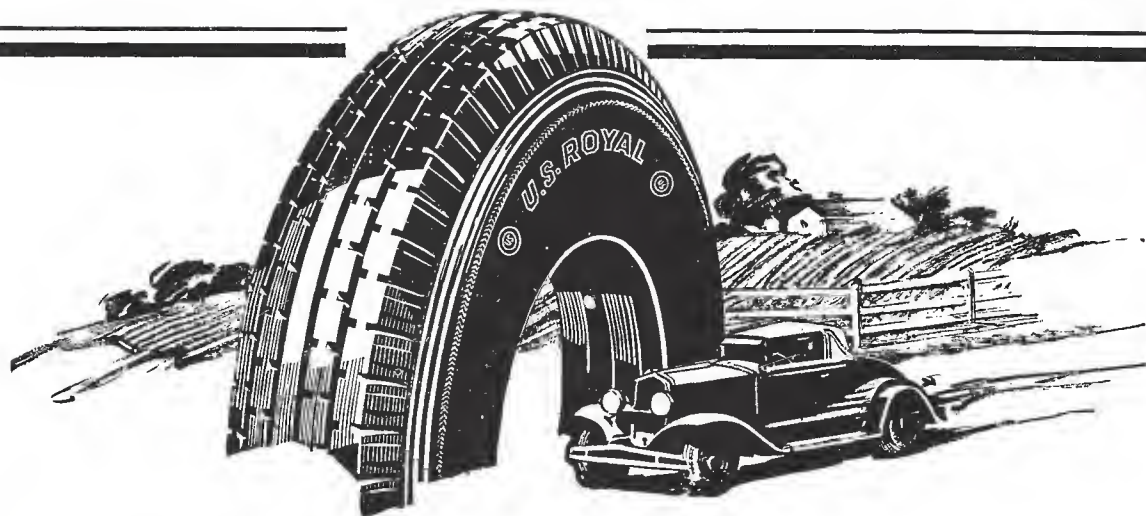
# EMPLOYEES' MAGAZINE

The Union Pacific Coal Company  
Washington Union Coal Company

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JUNE, 1931



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# EMPLOYEES' MAGAZINE

THE UNION PACIFIC COAL COMPANY  
WASHINGTON UNION COAL COMPANY

VOLUME 8

JUNE, 1931

NUMBER 6

## The Romance and Tragedy of Coal

By EUGENE McAULIFFE

PART VI

(Conclusion)

THE movement for human safety within the mines which we will now relate had its beginning in the effort made by a clergyman, the Reverend John Hodgson, of the parish of Jarrow and Heworth, in Northumberland, England. In 1796, Humboldt, the scientist, gave some thought to the creation of a mine lamp that would not ignite gas. This lamp of air tight construction would not ignite the gas, but when the supply of air within the lamp was exhausted it went out. In the latter part of 1811, Dr. Clanny, a medical man of Sunderland, England, undertook the work of devising a safe lamp, perhaps inspired by Humboldt's then abandoned pioneer effort. Dr. Clanny's lamp surrounded by a strong glass was of air tight construction, the air required for combustion supplied through a small opening at the bottom fastened to a tube which led to a small bellows. Later on the Clanny lamp was improved by passing the incoming air through a reservoir of water, the gases of combustion passing out through water also. The Clanny lamp was given an adequate test and was proven safe, but the inconvenience in handling occasioned by its size and weight prevented it being brought into general use. Dr. Clanny in after years was accorded due credit for being the first to conceive and construct a safe lamp for use in gassy mines. On May 25th, 1812, an appalling explosion occurred in the Felling Colliery, near Heworth in the parish of Reverend Hodgson, upon whom devolved the duty of burying the dead and administering the consolation of religion to their families. In 1812, the newspapers seldom made mention of a mine accident fearing reprisal on the part of the owners, but this valiant clergyman, stirred by the great loss of life occurring within the mines, determined to bring the situation to the attention of the scientific and philanthropic world.

This he attempted to do by writing articles for publication in the press, etc., the owners of the colliery which was situated on holdings controlled by their family since 1590 bitterly resenting the clergyman's interference. Among those whose interest was incited by the work of the clergyman was a London barrister residing within the Law Temple, the Bishop of Durham, and others. The Bishop gave to the Reverend Robert Gray, D. D., then Rector of Bishopwearmouth, full authority to assist in the establishment of a society for preventing accidents in coal mines. A meeting was held at Sunderland on October 1st, 1813, when the organization was completed. This was perhaps the first mine safety organization to come into existence. The committee appointed to carry out the task was as follows:

Patron—His Grace the Duke of Northumberland.

Vice Patrons—

The Marquis of Bute

The Earl Percy

The Earl of Carlisle

The Viscount Barnard, M. P.

Dr. J. Cornwallis, Bishop of Litchfield and  
Coventry, and Dean of Durham

Sir Thomas Henry Liddell, Bart.

Sir J. E. Swinburne, Bart.

Sir Robert J. Eden, Bart.

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*Articles of interest to our readers, photographs and sketches suitable for reproduction, are solicited and should be addressed to Editor, Employees' Magazine, Union Pacific Coal Company, Rock Springs, Wyoming.*

*Eunice M. Gilbert, Editor.*

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The above Members  
 The Rev. Thomas Baker, M. A.  
 The Rev. Robert Gray, D. D.  
 The Rev. George Stephenson, M. A.  
 The Rev. John Hodgson  
 The Rev. William Turner  
 Stephen Pemberton, M. D.  
 William Reid Clanny, M. D.  
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 Mr. Mathew Dunn  
 Mr. Edward Steel  
 Mr. Thomas Croudace  
 Mr. Hoyle  
 Mr. George Hill

## Honorary Members—

Thomas Thomson, M. D., F. R. S., L. and E.  
 William Allan, F.R.S.

Mr. Buddle, Jr. who had cast his fortunes with the mining industry and who died, honored, respected, and deeply mourned, at the age of seventy, after having amassed a fortune of \$750,000, entered into the work of the Committee with the utmost vigor. Mr. Buddle on October 18th, 1813, wrote the President of the Society, Sir Ralph Milbanke, "That any further application of mechanical energy would be ineffectual in mines exposed to excessive discharges of firedamp", saying further that "The hopes of this Society ever seeing its most desirable object accomplished must rest upon the event of some method being discovered of producing such a chemical change upon carburetted hydrogen gas, as to render it innocuous as fast as it is discharged or it approaches the neighborhood of lights. In this view of the subject it is to scientific men only that we must look for assistance in providing a cheap and effectual remedy."

Mr. Buddle had in mind some mixture or process that would neutralize the firedamp within the mine, a process not even yet discovered, but his reference to obtaining the help of scientific men led to the Society asking Sir Humphry Davy, a

distinguished chemist, to render his assistance. Unfortunately Sir Humphry was then absent on a visit to the Continent, and it was not until August 3rd, 1815, that he wrote Dr. Gray that it would give him great satisfaction "if his chemical knowledge can be of any use in an enquiry so interesting to humanity". Sir Humphry further said he would go anywhere that he might acquire knowledge of the problem. Later in the month, the four men most interested, Sir Humphry Davy, Scientist; Dr. Robert Gray and Reverend John Hodgson, Clergymen; and Mr. John Buddle, Mine Manager, met in Mr. Buddle's house in Wallsend to plan a line of procedure. To review the studies made, the experiments carried out, within and outside the mines, etc., would require many pages, suffice it to say that the finished "Davy" lamp came to the North of England on January 8th, 1816, and on the next day the intrepid clergyman who inaugurated the first real crusade for coal mine safety ever attempted, Rev. John Hodgson, went into the Hebburn pit with the manager, a Mr. Dunn, taking the lighted lamp with them into a body of firedamp. On the 17th day of the same month other and more severe tests were made in the same pit with most satisfactory results, and the suggestion that led to organizing the Society was thus fully justified. Mr. Brandling, one of the owners of the mine where the explosion occurred which fired the country churchman into action, never accepted Sir Humphry's invention, espousing instead the rival claims of George Stephenson, the builder of early locomotives. At a meeting of the Coal Owners in the Northern Field held October 11th, 1816, Mr. Brandling urged the cause of Mr. Stephenson without avail, although the meeting voted one hundred guineas (\$510) to Stephenson as an acknowledgment of labor done. On the evening of the same day the Coal Owners at a dinner held in the "Queen's Head" in Newcastle, presented Sir Humphry with a silver service costing \$12,500. Mr. Buddle urged Sir Humphry to patent his discovery but the great scientist answered him saying: "No, my good friend, I never thought of such a thing. my sole object was to serve the cause of humanity." All over the world coal mines are now tested for explosive gas, or where very gassy they are worked by the aid of safety lamps; improved yes, but foundationed on the work of the man who answered the call of humanity sounded by a humble servant of the Master. True science and true religion cannot go far apart.

We have dwelt at perhaps undue length, space considered, on the work of the first organization created for the purpose of furthering the cause of mine safety and the splendid results flowing therefrom. A few men, largely confined to Govern-

ment work in Great Britain, America, France, Germany and Belgium, are toiling for further human betterment within the mines, their discoveries too often flouted by the "Brandlings" of today. It is, however, possible, if the men who are really working for human betterment were not surrounded by a welter of dollar chasing, pseudo reformers, the coal industry would more readily listen to the voice of those who are really anxious to be helpful.

The weighing of coal attained a substantial significance at an early date. When coal was first mined "the work of a man for a day or a year", was the most common basis of measurement. Later, when the mines near Newcastle commenced shipping coal to London and to the port of Calais, France, which in 1367 was the only port on the continent to which "sea coales" and Newcastle grindstones could be lawfully sent, the "keel" came to be used as a measure for coal in the preparation of mining leases. The term "keel" was merely the general name applied to the small vessels used in the coal trade, their carrying capacity about twenty long tons. With the development of the shipping trade the vessels grew in size and capacity and as the King's taxes were based on a certain sum per keel or boat load, it became necessary to substitute the "chaldron" as the unit of measurement for the "keel". How the word "chaldron" meaning a boiler, came to be chosen as basis of measurement is lost in history. Holding about eighteen hundred-weight or about two thousand pounds ( $112 \times 18 = 2016$ ), it was approximately equal to a four-wheeled wain or wagon load. From a record made in 1349 we gather that a chaldron was equal to three "fothers", this unit based on the load that could be hauled on a two wheeled cart drawn by one horse. When the chaldron was forced upon the colliers as a basis for the collection of export duties by the crown, certain worthies raised the capacity of the unit from 2016 to as much as 4700 pounds with the result that King Richard II ordered a return to the "keel" as a unit of measurement, at the same time he ordered the immediate cutting down in capacity, or otherwise the destruction of the over-sized vessels. Such was the first attempt to establish a basis of weighing coal (rather a form of measurement), which in reality was instituted to secure the payment of taxes. In 1701 laws were passed requiring every collier to maintain a pair of scales at each pit, no coal to be sent away unweighed. The measurements and weights provided were confined to the relations existing between the colliery owner, the Crown and the buyer. In 1844, the workers of Northumberland and Durham made a demand "that proper weighing machines be established" to measure their day's work. The question of miner's weights is yet a subject of contro-

versy in America and many grievous abuses are yet perpetrated on the worker in certain localities. In our own great coal producing state of West Virginia, legislation was introduced early in 1931, for the purpose of making scale weights the basis of wage payments in lieu of the pit car load or other bulk measurement frequently employed.

The translation of coal into coke, a process without which it would be impossible to produce the world's iron and steel supply, had a very simple beginning. Her "gracious majesty" Queen Elizabeth, though owning and deriving revenue from several collieries, objected strongly to the smell of coal smoke. In 1578, the brewers of London fearing that the Queen would order the discontinuance of coal in the vicinity of the palace, offered to confine brew-houses near Westminster Palace to wood fuel, as they understood that "Her Majesty findeth hersealfe greatly greved and anoyed with the taste and smoke of the se coles." An author writing in 1632 also referred to the fact that "the nice dams of London would not come into any house or roome when sea coale was burned, or willingly eate of meate that had been either sod or roasted with sea coale fire." The result of this criticism was that coal was subjected to a charring process in order to free it from smoke and sulphur. Later this process was extended, creating a coke which was used for smelting lead and copper ores. The advances made in coking methods were noticeably slow, the bee-hive type of oven with its waste of gas and other by-products, only yielding to the modern by-product oven within the present century.

Another branch of the coal industry came into being in the latter part of the eighteenth century, the making of commercial gas. Toward the end of the seventeenth century coal gas was obtained by subjecting coal contained in a tight vessel to heat, the gas caught in empty bladders. To William Murdock, a native of Ayrshire, is given credit for putting coal gas to practical use. Murdock, who was then employed as the superintendent over certain pumping engines in Cornwall, experimented with bladders filled with gas, a small tube used as a vent providing means for supplying a burning jet with the fluid. This form of portable light was used by this ingenious Scotsman in crossing the Cornish downs at night. Murdock also used gas in 1792 to light his house and in 1798, he constructed a gas plant for his employers, Boulton and Watt, engine manufacturers, who used gas to light their factory buildings in 1802. In 1803 and 1804, a gas lamp was shown in London, and shortly thereafter the first public gas lamps in the world were installed in Pall Mall, London. It was not, however, until 1813-14 that gas became an accepted medium for house and street lighting in Great Britain. On



June 17, 1816, the first American city gas plant was put into service in the City of Baltimore. This company is yet serving the people of Baltimore.

While the development of the gas industry was under way, another great invention came into being. Watt's steam engine patents expired in 1800 and a new adaptation of the force of steam immediately sprang into existence. The low pressure vacuum engines of Watt and Newcomen were only possible where they could be maintained in a fixed position. Richard Trevithick, a native of Cornwall, England, stripped the pumps, condensing apparatus and mighty walking beams off the engines of his predecessors, building a boiler sufficiently strong to carry a pressure of thirty-five pounds to the square inch. The driving mechanism was mounted upon the boiler which in turn was set up on four flanged wheels, and so the locomotive was born. It was in the coal fields of South Wales and the Tyne that Trevithick's first locomotives were practically employed, and his immediate successors were men who had received their training in coal mines, for example; Blenkinsop, whose rack-rail locomotive was first employed to move coal from Middleton Colliery to Leeds in June, 1812, was a "viewer" or supervisor at the Middleton Colliery; Hedley, another early builder of locomotives was a viewer at Wylam, and George Stephenson was engineer at Sir Thomas Liddell's colliery at Killingworth. The men who design, operate and maintain the magnificent locomotives of today, which pull long lines of palatial passenger cars across the continent at high speed and with the absolute minimum of interruption or failure, can well afford to think back to the colliery officials who designed the early "puffers" as they were called, whose single cylinder was seven inches in diameter with a stroke of three feet, whose total weight was four and one half tons, and which attained a speed of four miles an hour. The close relationship between the beginning of steam railway transportation and the coal mining industry is further expressed in the fact that the standard track gauge of today, is the distance between the wheels of the coal wagons used in the north of England 150 years ago. Those who talk for the canalization of our silt laden interior streams might also recall with profit the fact that when the steam locomotive appeared, the practice of building and operating canals fell into immediate decay in Great Britain, as well as in our country.

There is a tradition that when the "keelmen", the workmen who loaded and navigated the keels of small vessels engaged in the transportation of coal from the river Tyne to London or Calais, entered into a compact to demand increases in wages or better working conditions, they pledged

their loyalty to each other by walking by a convenient stone, each man solemnly spitting upon it. Likewise if anyone of the craft received an affront from the keeper of a public house, he led his fellows outside and if he spat upon a nearby stone and his comrades did likewise, the "pub" owner knew that the patronage of the men was gone elsewhere. The colliery owners did not in the last part of the sixteenth century indulge in similar formalities, nevertheless they were able to effect and carry on combinations for price fixing that were effective, so much so as to give the authorities and the consumers real concern. In the latter part of the sixteenth century Queen Elizabeth and her government developed an increasing interest in the revenue derived from the shipment of coal from "staites or wharfs" located on the river Tyne. In order to insure the collection of crown dues, middlemen called "hostmen", were granted exclusive licenses to buy, sell and ship coal, conditioned on the prompt payment of a tax of a shilling (\$.24) a ton, the maximum selling price to be restricted to ten shillings (\$2.40) per chaldron (2016 pounds) "for coal of the best sort, and nine shillings (\$2.16) for the poorer grades." Nearly a hundred years before the unlicensed hostmen were charged with entering into a combination to raise prices, but little that was effective came out of the protests made. Prices rose and fell, depending upon the influence of foreign wars and the effectiveness of the combination or "gild". In 1739, the charge was made that the hostmen, many of whom owned collieries paid sums to independent colliers for "letting their Mines lye unwrought. They rent a great number of Staites or Coal Wharves, of which they make no use at all, save that of debarring others from coming there. Besides all this, they have got into their possession, by one means, or other, so large a share of all the Lands adjoining to the river Tyne, that they have almost totally debarred all other Persons from Access to them especially on the south side, etc."

The control of prices was effected by means of establishing a "total vend" or estimate of the year's requirements, prorating the vend between the mines on the basis of capacity. It is interesting to note that the process of screening out "fines" from the run of the mine had its beginning in the vend situation. In 1766, certain mines producing inferior coal were allowed to bring their quality up to the standard of the better grade coals by screening same, the workman absorbing the major portion of the loss. The process of screening, sizing, cleaning and washing coal, has travelled far in the 165 years that have passed since the first screens were installed at Newcastle and Wear in 1766. The vend eventually failed as has other and later at-

tempts to regulate prices, partly by reason of the incompleteness of the agreement, which though designed to insure a profit to the producer, gave no thought to the welfare of the consumer, no maximum prices established; plus the fact that the more selfish and predatory minded owners undertook to increase their quota, by leasing more lands, sinking more pits, and building more miners' houses. The over development and over production that assails the industry today, cursed it in the days when the total annual production of the North of England coal mines was less than 600,000 tons.

No finer example of the enterprise demonstrated by the colliery engineers and workmen of Great Britain, can be found than that expressed in the sinking of very deep shafts through difficult water bearing strata one hundred years ago. In the eastern or deeper portion of the Durham Coalfield and underlying a very thick magnesian lime formation, lies the best seams of coal. On June 13th, 1835, the first shipment of coal was made from a deep mine located in this area, the shaft 1590 feet in depth. While the problem of sinking to great depths had been solved, the hoisting engines then available were not capable of carrying heavy loads, low boiler pressures a major disability. The underground development of this mine was extended to admit of substantial capacity, but the "winding" or hoisting engine of 66 horsepower was only able to raise about 300 tons in twelve hours, a heavy counterbalance used to offset in part the weight of the rope, cage, tram and coal. To overcome this situation a second shaft was sunk to a depth of 1,100 feet, and an inclined plane was driven down to a still lower seam of coal found at a depth of 1,722 feet. With the advent of larger capacity engines, a hoist of 150 horsepower was used above the shaft for the second stage lift, while a haulage engine of 120 horsepower capacity was used to move 32 tubs, each containing 900 pounds of coal, up the plane 1400 feet in length, this engine likewise located on the surface. With the aid of the new shaft and slope, the tonnage gained from the second seam placed the mine on a profit making basis.

A specific example of fine courage and engineering was evidence in the following statement abstracted from "Annals of Coal Mining" by Robert L. Galloway, London:

"Among the new sinkings made here at this period, that at Murton, near Dalton-le-dale, carried out under the superintendence of Mr. Edward Potter, proved one of the most formidable and costly winnings ever accomplished. It was commenced in the early part of 1838, by Colonel Bradyll and partners—the South Hetton Coal Company—two pits, each 14 ft. diameter, being carried forward simultaneous-

ly at a spot where it has been ascertained by boring that the limestone was 456 ft. thick, and the bed of sand beneath 30 or 35 ft. thick. The water encountered in piercing the limestone was progressively tubbed off, so that immediately previous to the sand being reached the shafts were free from water. On June 26, 1839, when one of the shafts approached the quicksand, the bottom of the pit blew up like a blast, and a deluge of water and sand was thrown up, which speedily drove all hands out of the bottom, and rose to a height of about 100 ft.

"On the other pit nearing the sand, on May 22, 1840, the feeder broke away. The sinkers had great difficulty to save themselves, the column of water rising 120 ft. up the shaft in a very short time.

"The quantity of water requiring to be pumped at this time amounted to 3,285 gallons per minute; and as it was obvious that the engine power available, unusually large as it was, was inadequate to accomplish the work of piercing through the sand, all the engines were stopped on June 26, and operations completely brought to a standstill.

"So far from being daunted by the extraordinary difficulties encountered, the indomitable adventurers determined to redouble their efforts. A third shaft, larger than any hitherto sunk—being broken away 18-1/4 ft. in diameter to allow for walling—was commenced in July, 1840, and fitted with an unprecedented force of engine power. The new pit was pushed forward with all expedition, and in six months (January, 1841) was completed to the depth of 438 ft.

"The total engine power on the three shafts was now 1604 horse power.

"There were twenty-seven sets of pumps, and the supply of steam was obtained from thirty-nine boilers. The preparations having been completed, the sinking of all three shafts through the sand was commenced. The engines drew 9,306 gallons of water per minute. The scouring action of the sand and water on the buckets and working barrels greatly impeded the work, and buckets being frequently worn out at the end of two or three hours. For some time the cost of the leather required for buckets amounted to \$55.00 per hour; and three tan-yards were kept in operation to supply it. Some relief was obtained by resorting to the expedient of thrusting in straw behind the backing deals so as to form a filter to restrain the sand and when all the available straw had been exhausted, stacks of corn were next put into requisition.

"At length all the shafts were successfully carried down through the sand, and the whole of the water effectually stopped back by cast-iron tubbing; and on April 15, 1843, the Hetton seam was reached at a depth of 1,488 ft.



The large shaft, 16 ft. in diameter—known as the 'Polka' pit—afterwards proved invaluable for purposes of ventilation.

"The cost of this remarkable sinking is variously estimated. Latimer puts it at \$1,250,000. Mr. T. E. Forster states that it was about \$1,500,000; while Mr. T. Y. Hall speaks of \$2,000,000 as having been invested in it—principally, as he remarks, in consequence of the difficulties experienced in passing through sand only a few yards thick."

Some comment on the working of thin seams in the early days of the industry will prove of interest. When the Lord Ashley report was made public in 1841, mention was made of the meagreness of some of the seams worked and which included the following:

DISTRICT	THICKNESS
Yorkshire	10 inches
Gloucestershire	12 inches
Somersetshire	12 inches
Lancashire	14 inches
Shropshire	18 inches
South Wales	18 to 20 inches
Northumberland	30 inches

The thickest seam then worked in England was located in South Staffordshire, fifty-one feet, while near Paisley, Scotland, a seam which was doubled over by an overlapping fault with a total thickness of coal and clay, 80 to 90 feet in thickness was worked, the removable coal totaling about 40 feet in thickness. The deepest shaft in Great Britain in 1841 was located in North Staffordshire, its depth 2,145 feet. When the character and capacity of the tools and machinery then available are given weight, including low boiler pressure, small capacity hoists, crude pumping equipment, the utter lack of electricity and even air driven drills, and with none of the modern high explosives yet invented, the mining engineer of today can well afford to uncover to the engineers and workmen of one hundred years ago.

When we undertook to brief "The Romance and Tragedy of Coal" we made two mistakes; we underestimated the space required to even skim the early history of the coal mining industry, and we overestimated the measure of recorded romance to be found therein. The men who pioneered the coal industry, early churchmen, were valiant souls. They toiled long and hard, not for the joy of a home with wife and children for they were celibates, but for "The glory of God". Those who followed the monks of Durham were even more courageous. They took over the industry when it was in its swaddling clothes and with coal as a foundation, coupled with the genius of Watt, Newcomen, Trevithick, and many others, they builded the greatest industrial nation the world, up to the eighteenth

century, had ever seen. British coal, British steamships and British statesmanship, brought into being an Empire whose proud boast was that the "sun never set on its flag." The story of the bitter hardships borne by the early colliery workers, their wives, daughters and their sons, is a somber and tragic one. Toiling from ten to twelve hours, in badly ventilated mines hundreds of feet below the surface, working in seams of coal of a thickness in certain cases of but ten or twelve inches, the forces of nature in the form of chokedamp and its more deadly companion firedamp, menacing them at every turn, they carried on, receiving in return a pittance that served only to maintain existence. The early collier was a simple soul, his amusements largely of a fleshly nature, drinking and carousing his idea of reward earned by risks taken and burdensome tasks performed. Throughout it all he preserved a stolid belief in the superiority of the governing class, the owners and arbiters of the nation's wealth. Though little given to church attendance, he kept his faith alive through the sacrament of baptism, recognition of the marriage rite, and a religiously reverential commitment to the earth of his dead. We cannot but respect the physical courage of the man who went into the gassy pit ahead of his comrades to burn out the gas that accumulated therein during the night, nor can we deny that there was real stuff in the soul of the man who worked with a candle in a place, where but to raise it up close to the roof was but to surround him with scorching, searing, devastating flame. Bear in mind that the sum of mining knowledge was then small and even after serfdom had ceased to exist the collier, because of economic conditions was, like the Roman galley slave in effect, chained to his place. Quit! Yes; that was his privilege, but where could he go for another place? To quit was to starve by the roadside with his wife and children. The world he lived in was harsher than it is today. No Red Cross, no Community Chest, none of the hundreds of mediums of relief that today soften the sting of poverty. The burned, bruised and maimed victims of the mines of that day, suffered the work of patching up their injuries without the aid of anaesthetics and the other palliatives of modern surgery and medicine. When a limb was to be amputated a few of the victim's friends were called in to sit on his tortured body, while the "surgan" cut and hacked and the village smith stood by with a red hot iron to cauterize the bleeding stump.

It was out of such travail the kindlier, happier, easier conditions we now enjoy were born. Out of the loins of coal sprang the steam engine, which made possible the magnificent systems of land and marine transportation which binds together the



world of today. Thereafter followed that subtle yet fascinatingly powerful friend of man, electricity, which except to a negligible extent must continue to depend on coal for its creation. Periods of exaltation have come to the coal industry, periods approaching riotous intoxication, when it essayed to challenge those upon whom it depended for nourishment, invariably followed by the "blue Monday" that the workers experienced after the Saturday night debauch that had its beginning generations ago.

The coal industry and those who toil within it will some day come to sense its greatness, the measure of dignity it deserves. Owners will cease to waste the nation's heritage with the profligacy shown in the past, and they will likewise cease to ask a portion of their workman to toil for a starvation wage in order that their lack of business unity may be offset. Those who assume to speak for mine labor will likewise think more in terms of the general welfare of the men, women and children they serve, and less in terms of securing, and thereafter holding to themselves a petty leadership, too often made financially attractive by the theft of a portion of the earnings of those they represent. After all there is a romance that attaches to coal, it is expressed in the genius and the courage of the men who laid the foundation of Britain's greatness and likewise more than aided the creation of the "Land of Opportunity", America. That same courage yet exists, it remains to recover and thereafter apply to the solution of the industry's economic problems, the genius that drove the deep shafts, to new and then amazing depths, that visioned the early atmospheric pumping engines and translated the wagon pulled by horsepower into the locomotive that today moves with certainty and despatch, the land commerce of mighty nations—of the world.

*(The End)*

## Run of the Mine

### Excess Taxation Leads to Ruination

THE overwhelming majority of those entitled to vote pay no direct taxes. In many cases, the only direct tax paid is that incident to securing an automobile license. Again, men who pay little or no direct taxes, are frequently anxious to vote bond issues for the construction of public roads, public buildings, including school and college facilities, and other improvements, on the theory that the corporations will pay the bills. Many such men,

by bringing their wife and daughters with them, cast two or more votes, while the corporate taxpayer is without a vote.

Everyone pays taxes, if not direct, then indirect. The taxes paid by merchants, manufacturers and public utilities must be passed on to the consumer of the goods or the service sold, or otherwise failure will follow. Here enters another situation that most directly affects the worker, whether he be laborer, clerk or mechanic. When the employing company of whatever class, finds its expenses equaling or exceeding income, economies must be affected, and such generally take the form of reduced wages and reduction in forces. The present plight of the railroads is a conspicuous example of the condition referred to.

Although the railroad companies have been fairly successful during the current depression in reducing expenses in an attempt to bolster their net operating incomes, they have found themselves unable to lower wages and taxes, two of the principal items of expenses, from their high levels.

To bring about further improvement in net operating income it is contended that there must be either an increase in gross revenues or reductions in wages and taxes. Personnel in most instances has been reduced already as much as possible. While there may be some recovery in business this year, in which event there would likely be a corresponding increase in railroad transportation, it is argued this probably would not be sufficient to restore prosperity to the roads in view of the low level to which gross revenues have fallen.

It is contended widely that prosperity of the railroads is essential to the industrial welfare of the national transportation system, but they are important purchasers of equipment from other industries. Owing to the large holdings of railroad securities by savings banks, trust companies and insurance companies the soundness of these institutions, it is asserted, is dependent in large measure upon the soundness of railroad credit.

Railroad securities outstanding are estimated at approximately \$25,000,000,000 at par, of which about \$14,700,000,000 is in bonds and the remainder in capital stocks. Of these securities, it is estimated that about \$5,500,000,000 is owned by the railroads, and the remaining \$19,500,000,000 by the public. The stock in the hands of the public is estimated at slightly less than \$7,500,000,000, while bonds held by the public are placed roughly at \$12,000,000,000. Stockholders in Class 1 railroads are estimated at more than 800,000, while 60 per cent of the bonds not held by the saving banks, insurance companies and similar institutions are widely distributed among small investors.

From 1890 to 1920, railroad traffic, measured

in ton and passenger miles, increased substantially every decade. From 1890 to 1900 freight increased by 86 per cent and passengers by 35 per cent; from 1900 to 1910, freight rose 80 per cent, and passengers 102 per cent, and from 1910 to 1920, freight increased 62 per cent and passengers 47 per cent. In contrast from 1920 to 1930 freight traffic decreased 6 per cent and passenger traffic 43 per cent.

Competition from motor transportation, oil and natural-gas pipe lines, inland waterways and high voltage electric transmission lines is responsible mainly for the decline in railroad traffic in the last decade. The extraordinary depression in 1930 was also partly responsible. Nevertheless, this is the first time in railroad history in which in any ten-year period the volume of freight traffic has actually receded.

The decrease in passenger traffic has been evident since 1920. In the nine years from 1920 to 1929, freight traffic increased less than 9 per cent, while passenger traffic decreased 34 per cent.

The payroll of Class 1 railroads of the United States in 1929 totaled \$2,896,566,000, or about 45 per cent of their gross revenues of \$6,279,520,000. In that year the roads employed almost 1,700,000 persons, but owing to the decline in traffic the number of employes has been reduced by approximately 400,000 since that time.

The last few years railroads' taxes have been steadily increasing. It was estimated recently that since 1890 they have risen 1,200 per cent, while railway property investment has increased only 293 per cent. In 1929, the taxes of Class 1 railroads in the United States amounted to \$396,682,000, compared with \$98,626,000 in 1911. This was about 6 per cent of gross revenues for that year and was within \$100,000,000 of the total cash dividend payments of the carriers for that year. It is estimated that counties in some States collect as much as 50 per cent of all their taxes from railroads.

One railway executive said recently: "The railroads of the United States are being used as a tax collecting agency, and in this manner are obtaining revenues upon which national, state and local governments are largely dependent."

Our American standard crossing signs read: "Stop, Look, Listen". The British signs read: "Dead Slow". They are both worthy of consideration in connection with public expenditures.

### Mechanical Loading In 1930

THE U. S. Bureau of Mines recently published an extensive report covering tonnage of bituminous coal loaded mechanically in 1930. The increase in coal loaded mechanically in 1930, com-

pared with 1929, was most remarkable considering the acute business depression suffered, with a decline in total output of 13 per cent.

From 37,862,000 tons in 1929, the production of bituminous coal loaded mechanically, increased to 46,824,000 tons in 1930, a gain of 8,962,000 tons or 23.7 per cent.

The following table showing the percentage of total bituminous deep mined output produced by mechanized mining in 1930 will prove of interest:

State	Total percentage mined mechanically
Montana	62.6
Wyoming	48.6
Illinois	48.3
Indiana	33.8
Utah	20.2
Alabama	13.7
Pennsylvania	5.7
West Virginia and Va.	2.3
Kentucky	2.0
United States	10.5

The total number of machine loading devices in use in 1930 was 819, of which 544 were mobile loading machines, 146 were scrapers, and 129 were duckbills or other self loading conveyors. These figures do not include machines used for experimental purposes only or machines installed in mines that were idle throughout the year. The total number of pit car loaders in use during 1930 was 2,869, and conveyors (other than pit car loaders) were used in 142 mines. With 10.5 per cent of all bituminous coal now loaded mechanically it is fair to assume that the process will continue to extend until the total percentage so loaded will equal or perhaps exceed the portion now undercut with mining machines.

### President C. R. Gray Before the Associated Traffic Clubs of America

PRESIDENT C. R. GRAY of the Union Pacific System, addressed the Associated Traffic Clubs of America at a meeting held in Chicago, May 7, 1931. Mr. Gray not only ranks as a distinguished citizen and railway executive, but bears the reputation of being a felicitous speaker. The Chicago address, from which we abstract, well expresses the business vision, human sympathy and courageous cheerfulness for which Mr. Gray is noted.

Asserting that it was not his intention to deal in any statistics and certainly in no prophecies, nor to mention the question of competition in transportation, fair or unfair, migratory, amphibious, statutory or otherwise, Mr. Gray declared that the



general public today is entertaining a better realization of the necessity for the maintenance of an efficient system of railroads.

"There seems to be a feeling more or less prevalent," said Mr. Gray, "that the steam railways, which have been the fundamental transportation in America for a century, are seriously threatened with decadence. And to this I take exception.

"The growth of America has been measured by and has been responsive chiefly to its transportation capacities. No one agency other than the railroads can more than partially supply this need and that only in a desultory and widely separated way.

"The railroads feel that as to certain competitive forms of transportation there has been an unfairness of treatment, and they have stated their case to the public. The sympathetic consideration which has been given this declaration is a speaking illustration in itself of the realization now largely entertained by the public of the necessity for the maintenance of an efficient system of rail transportation.

"A great many people wholly mistake the railroad situation. The railroads in and of themselves do not produce or create. They are, on the contrary, a result. They are the reflex of business conditions in this country and probably the most faithful reflex. When business is depressed, they are depressed; and when business comes back, they come back. It is as impossible, in the last analysis, for the railroads to be kept from participating in the nation's prosperity as it is for them to avoid participation in its vicissitudes.

"The railroads are not passe by any means, and for the great majority of traffic they are just as essential, and even more so, as they have ever been. And it is a fact that they have in themselves elements of strength which the ordinary industry does not have. In depression their business does not go down as far as the average industry, as current reports will substantiate. Neither do their earnings reach the high level which industry sometimes attains, but throughout it all they have preserved and will continue to sustain a median which under fair and reasonable treatment will insure their perpetuity.

"The railroads are now sharing the depression from which all business is suffering. To entertain any doubt that the railroads will come back is to entertain an equal doubt that American business will recover, and this, no one for a minute, believes."

Starting in with the declaration that railroading is 99 per cent plus human, Mr. Gray stated that his subject of the human equation in railroading naturally fell into four subdivisions; owners, management, employees, and the public.

In dealing with the owners, he sketched the old conception of a railroad magnate, coarse featured, underslung jaw, with dollar marks all over his clothes—the figure which the cartoonists early in the century made so famous.

Mr. Gray stated that the largest stockholder in

the Pennsylvania Railroad was the Employees Provident & Loan Association, and their holding is thirty-four hundredths of one percent. In the Santa Fe, the Mills family has the largest holding, with seventy-six hundredths of one percent, the Rockefeller Foundation being the second largest, with seventy-four hundredths of one percent.

In the Milwaukee, the director general of railroads is the largest stockholder, with 1.36 percent. In the Southern Pacific is the Dodge family, with 1.65 percent, while in the Union Pacific the largest stockholder is the Holland Foundation, with 2.27 percent.

Dealing with the Union Pacific, his own company, he stated that it had approximately 50,000 stockholders owning an average of 63 shares, and that over fifty percent of these stockholders are women and children.

In dealing with the management, Mr. Gray called attention to the transition from the later 1800's when management was usually headed up by financial representative or a large owner, to the present, period where the management constitutes a class by itself, drawn exclusively from men who have spent a lifetime in the service. The great advantage of the selections for chief executive from those versed in operation, law, traffic and engineering give to the profession the advantage of experience from a great many angles, and is advantageous if for that reason alone.

He emphasized the change in the conception of public service which has taken place, and the successful efforts which have been made to improve public relations.

In dealing with employees, Mr. Gray outlined the great progress that has been made in the intellectual and moral standards of railroad men during his 48 years of experience. He dealt with the progress which has been made in operating efficiency, safety and morale. He stressed the progressive improvement of track and bridges, air brakes, couplings, signals, etc., referring to the fact that there had been only one major labor difficulty on the railroads since the world war.

Mr. Gray emphasized the contribution of the Irish to early railroad operation, and told several stories illustrating amusing characteristics.

Dealing with the last section, he outlined the vast improvement which has taken place in public relations, due initially to the very marked change in the mental attitude of railroad men themselves, who have succeeded to a remarkable degree in bringing to the public mind a better and clearer conception of railroad problems; and to the co-operation which has been received from traffic clubs and shippers' regional advisory boards.

As a result he mentioned the marked change in the attitude of the press toward railroad matters. Whereas some years ago there was a great deal of antagonism in railroad articles and editorials, exactly the reverse is now true, he declared. Newspaper articles are generally friendly and sympa-

thetic, contain many helpful and constructive suggestions, and are rarely unfriendly or hostile.

He cited particularly the change in the attitude of western legislatures. Practically all have adjourned after their biennial sessions, and it is fair to say not a hostile railroad law was enacted, and some have been passed respecting competitive forms of transportation which were intended to at least measurably aid railroad operation.

In closing his talk about the human equation in railroading, Mr. Gray said:

"To the average person there must be a thrill in the long moving freight train, as motion and life are always attractive. The trademarks, the arrangement of initials, the multiplicity of ownership, all apparently operating without confusion, as if synchronized, must appeal to the ordered mind.

"But to the railroad man of long experience there is more than this. From out the initials and names or the trademarks come the faces of friends; some of the long ago, some blooming with health and interest, now long with the shades; many still active upon whose heads has fallen the snow which never melts, and whose honorable wrinkles reflect years of loyal and unselfish service, manful meeting of manifold responsibilities, whose courage, initiative and foresight have brought the remote places of the country to our very doorstep, and have made of our nation a living pulsating personality.

"And then the giant creators of the past are all there—the Vanderbilts, the Harrimans, the Hills, and many others, to whom America owes much of her puissant greatness, for truly there is an individual conscience and personality running through the woof and warp of this manifold system which is the soul of transportation."

## Pulling Our Own Weight

**A** FEW days ago, the Prince of Wales, after spending several weeks in Latin America, for the purpose of assisting in developing British export trade, addressed a large body of business men in Manchester, England, telling his countrymen what, in his opinion, must be done by every British citizen toward improving the British industrial situation. The Prince in concluding, is quoted as making the following statement: "In the struggle that lies ahead, you can always count on me. I shall always be only too happy if the opportunity arises to pull my weight."

The Union Pacific Coal Company and its lesser relative, the Washington Union Coal Company, are, in the last analysis, mere fuel producing adjuncts of the Union Pacific System. Since October, 1929, the Union Pacific System, in common with all other railways, and in fact, every form of industrial activity, agriculture, manufacturing, mining, etc., has suffered heavy recessions in volume of traffic and

resultant revenue. Of necessity, the railways, with every other form of business, have been compelled to look to economies, effected through increased efficiency, to maintain their standards of wages, maintenance and service. Every possible ounce of ingenuity that the railway management can develop has been applied to this end. Representing, as our Coal Companies do, an important element in the railway structure, our responsibilities are no less than those of the general and division officials of the railway.

All over the country, pressure is being applied toward the liquidation of wages, the argument presented that as the cost of living has reduced and dividends and security values have been substantially liquidated, labor can not expect to maintain the previous high standards established.

We have, at numerous times, subscribed to the theory that efficiency is more valuable to an industry than wage reductions, and it remains for those who believe in a high wage to attempt to prove either the truth or the fallacy of the theory before stated.

In the case of our Washington Union property, sweeping reductions in tonnage incident to loss of railway traffic, have been sustained during the past eighteen months with no immediate prospect of betterment, fuel oil in the case of our company mines, and fuel oil and gas in the case of the commercial mines, representing a tremendously vital competitive situation. It is always difficult to maintain unit costs in the face of decreasing volume but we believe that additional efficiencies can be developed, sufficient to much more than offset losses sustained through shrinkage in tonnage, and we know of no better argument to employ in combating proposed wage reductions than that resulting from definite evidence of high efficiency expressed in productive effort, avoidance of waste of mine materials, and last but in no sense the least, a reduction in the accident ratio.

This is the problem that confronts every man connected with our two coal companies, from the writer down to the youngest employe. Pulling together, we can do almost anything. Pulling against each other will only result in failure and unhappiness. We hold definitely to the belief that the overwhelming majority of our officials and employes will subscribe to the theory expounded by the Prince of Wales, that is, that it is up to every man to pull his own weight.

## Motor Vehicles in 1930

**W**HILE 1930 was a bad year from a business standpoint, the automobile at least held its own in so far as registrations were concerned, the



figures for Washington, Wyoming and the United States as a whole shown below:

<i>Passenger Cars, Taxis and Buses</i>	<i>Motor Trucks and Road Tractors</i>	<i>Increase 1930</i>	<i>Total Gross Receipts, 1930</i>
Washington—			
382,874	63,188	3,721	\$7,616,676
Wyoming—			
51,579	9,922	821	\$691,509
United States—			
23,042,840	3,480,939	22,336	\$355,704,860

Gross receipts include registration fees, licenses and miscellaneous taxes, the increase in collections for 1930 totalling \$7,861,316. New York leads with 1,966,981 passenger cars and 340,749 trucks and road tractors, a total of 2,307,730 motor vehicles. California occupies second place with 1,810,969 passenger vehicles and 230,387 trucks, a total of 2,041,356.

Forty-one states reported a registration of 262,507 trailers, which is a gain of 69,463, or more than 36 per cent over the 1929 figures. This gain in trailers is the largest made in any one year as compared with a previous year since the bureau began to compile detailed registrations in 1921.

The motorcycle registrations for the year amounted to 107,811, a decrease of 7,034 from the previous year's figures.

After deducting \$19,196,926 for collection and administration expenses and \$9,473,671 for miscellaneous items provided by various State laws from the total revenue collected of \$355,704,860, the states apportioned the remainder to the construction and financing of state and local roads in the following amounts: \$222,146,682 for state roads; \$68,377,899 for local roads, and \$36,309,682 for state and county road bond indebtedness.

Some of the purposes for which the miscellaneous funds were spent included refunds stipulated by law: State highway patrol; city streets, and general funds of cities and states.

## What Has Happened to Coal

FOR more than ten years the task of producing heat has been shifting from coal to other sources of power. The uncertainty of supply expressed in an almost total disregard of the right of the consumer to be able to obtain his requirements started the drift from coal to fuel oil, and with that movement under way, the use of natural gas readily followed.

War, whether between nations or employers and employes, sounds glorious while the drums are beating and the soap box orators are shouting, but there has ever followed a period of headaches and to a large extent that is what coal is suffering from at the present time. Water power has entered into the situation to a limited extent, and better methods applied to the burning of coal plus high pressure boilers of the water tube type with condensers, economizers, superheaters, stokers and pulverized coal burning apparatus, have made substantial contributions toward economy of consumption. On our American locomotives great savings have been effected, the fuel required to move 1,000 tons of freight and cars reduced from 197 pounds in 1920, to 142 pounds in 1929, a saving of 28 per cent.

Consumption of natural gas in the United States, which produces more than 95 per cent of the world's outflow, has more than tripled since 1913. The Index says, rising from 582,000,000,000 cubic feet in that year to 1,917,000,000,000 feet in 1929.

Water power developed in the various countries now supplies 39,000,000 horsepower of energy annually, which is equivalent to the energy that would be produced from about 117,000,000 tons of coal at present fuel efficiency.

World production of fuel oil now amounts to approximately 630,000,000 barrels annually, which is equivalent in heat value to about 176,000,000 short tons of coal, according to the article, which continues:

"Of the total, the United States uses approximately 65 per cent, or something in excess of 400,000,000 barrels. The most important consumers of fuel oil, with their approximate annual requirements, are given in the following table, the figures being by barrels:

Steamships .....	90,000,000
Railroads .....	70,000,000
Petroleum industry .....	50,000,000
Commercial and domestic heating. .	50,000,000
Manufacturing .....	40,000,000
Power plants .....	30,000,000
Iron and steel .....	20,000,000

## The Wyoming Tax Bill

THE State Board of Equalization of Wyoming, in their Sixth Biennial Report, fix the 1929 total taxable value of the state at \$447,954,091. The total taxes collectible are shown to be \$11,037,498. Among the larger items assessed, we note:

Railroads	\$89,777,613
Oil production	22,730,366
Coal production	15,741,940
Pipe lines	8,487,331

Cattle	16,995,305
Sheep	18,224,042
Oil wells	12,193,931
Oil refineries	10,140,008

There are numerous other items, but it will startle many taxpayers to learn that but 15.42 per cent of all taxes are levied by the state, while 84.58 per cent are under local control.

The total taxes levied are divided:

Item	Per Cent
State tax	15.42
County tax	25.05
School tax	45.00
Municipal tax	14.53

Our educational system is becoming, nation-wide, an expensive luxury. Costly buildings, including gymnasiums, athletic equipment, participation in state and national meets, ranging from spelling bees to ukulele playing contests, absorb much of the taxpayer's money. One of our outlying public schools has a grand piano that cost \$1,500. When we last examined it, it looked like the wreck of the Hesperus.

We are given to wonder if results are being obtained from our educational machine. Many of our youths are being kept in school by fathers who, with few early educational opportunities, do much of the nation's work and carry on its business. We recall Mark Hopkins' statement that a student at one end of a log and a teacher at the other, constituted a college. We presume the student used a book rather than a tennis racquet, or a saxophone. A few days ago, the students in a midwest high school struck because they were not allowed to go with their band into another state. Rome crashed when the circus spirit overwhelmed the more stable virtues.

## Our Crime Record

By RT. REV. IRVING P. JOHNSON, *Bishop of Colorado. From "THE WITNESS"*

ONE hundred and fifty years ago England lead the world in the number of her criminals and the insecurity of life and property. At that time the United States was the most law abiding country in the world. Today England is the freest from crime of any nation and the United States the most prolific in criminals. In 1770 the English law provided the death penalty for one hundred and sixty felonies. At the end of every court term, Henry Fielding said: "They go in batches of ten, fifteen or twenty to the gallows; laughing boys, women with children at their breast; highwaymen, men and women, drunk, cursing or praying," and yet it was not safe to venture out after dark or to arrive in the evening at a country inn. Today all this is changed in England. Why?

The cause of the situation in 1770 was that the laws were so cruel that judges, juries and the public generally conspired to convict as few as possible. It was a revolt against the cruelty of the law which manifested itself in taking advantage of every technicality by which the prisoner could be released. Today England is moderate in her punishments but they are sure, they are swift and they are inexorable.

Note the difference today in the United States and in England. In 1926 there were only sixteen murders in all of London while in New York City in 1924 there were 1094 homicides and eleven convictions for murder in the first degree. Who and what is responsible for the difference in killings? It may be summed up as in Judge Kavanaugh's book, "The Criminal and His Allies": "The juries of the United States show themselves very merciful to murderers; they are pretty cruel to the innocent victims of murderers. The British courts are rather hard on assassins." There are several reasons for this discrepancy between the two nations. In 1850 England found relief. Parliament, excluding lawyers from the commission, cut out the tedious technicalities of the law in the direction of a swift trial and a verdict upon the facts of the case in the interests of the punishment of the guilty, regardless of precedents. When England freed itself from penalties which were excessive in proportion to the crime; from tedious and expensive delays which were profitable to the counsel but injurious to justice; and from a sentimental consideration of the criminal instead of the victims, then she prevented crime by making it exceedingly dangerous. We on the other hand foment crime by a system which does not convict one murderer in ten, and of those convicted does not mete out the sentence as given by the court.

There are four conditions which are accessories to every murder committed in this country for which we all must share in the responsibility. I would place first of all a public sentiment which has theorized the guilt out of sin. We question as a nation that the wages of sin is death and look upon the sinner as a child of misfortune rather than as a calloused cruel beast who puts his own lusts first and the misery which he causes others in a subordinate place. The sensual murderer who kills a breadwinner or robs an old woman of her life's savings is a dangerous beast who ought to be put permanently in a cage. We are paying the penalty of our cynicism as to righteousness.

Next we have a legal system built up in England to escape from the consequences of over-severe punishments. We now have used the same technicalities to encourage crime and so to develop the criminal. The fact that a murderer has about one chance in twenty of being hanged, or even imprisoned for life, makes murder a habit.

Then the fact that the Volstead act, however much it may have benefitted some, has resulted in the financing of crime as it has never been financed before, makes it far more difficult to main-



tain honest officials and to punish criminals who are protected.

Today it is far easier for our police officials to descend to the level of the criminal than it is for them to raise the criminal to their level.

And fourth the mawkish sentimentality of the well intentioned toward the criminal who is caught and receives the punishment he so richly deserves. One could almost imagine that committing crime was a way to fame and consideration at the hands of a benevolent public. Of course the innocent should be protected, but surely the innocent victims of future murderers need protection as well.

When we have made murder easy we have become an accessory to the next brute who shoots his victim because he knows that the chances of immunity are in his favor.

England has changed from a crime ridden country to one in which jails are nearly empty. We go on filling up our jails with the friendless and endangering the lives of the innocent. The prison does not exist primarily for the reform of the malicious but for the safety of the innocent. We have increased our percentage of homicides from 2.1 per 100,000 in 1900 to 8.5 per 100,000 in 1924, as compared with Italy which had 4.9 per 100,000 and England which had 0.6 per 100,000 in 1923.

"Deliver us from blood guiltiness O Lord" for surely the blood of those slain through our deficiencies is upon the heads of us all.

## Ten Minute Talks With Workers

*This is the sixth of the series of Ten Minute Talks With Workers, which is reproduced with permission of the "Times", London, England.*

### WHAT CAPITAL DOES\*

**F**INANCIALLY, the capital of a given firm is the market value in money of all the things it possesses and uses for the purpose of carrying on its business. The constant use of money as a measure of capital tends to hide the real nature of capital. Socially, capital is that part of the wealth of the nation which is used not for the direct satisfaction of human needs, but for the production of commodities which can provide these satisfactions. In its right place, the bicycle factory, a ton of steel tubing is very useful. If it was dumped down in front of your house you would rightly regard it as a nuisance. A bicycle, of course, would be another matter entirely. If we think of capital as things, not as money, our reasoning in economics will never get into a tangle.

The functions of capital may be considered from two points of view: (1) that of society in general, and (2) that of the workers in particular.

Capital enables the production of goods to be carried on by methods which give the best possible results in output. You live in the middle of a large

town, yet you have at your very hand, at any moment of the day or night, a full supply of the commodity you need most—fresh water. All you have to do is to turn a faucet, and that faucet is the last visible piece of a vast accumulation of capital—pipes, pumping machinery, and reservoirs—which brings you water from a mountain lake a hundred miles off. If you live in the country, you would have a well, a winch, a rope, and a bucket, also a mass of capital, but requiring far more effort on your part to get at the water. If even this small array of capital vanished, and every time you wanted a drink you had to go to the stream and scoop the water up in your hand, you would have a painful lesson in the economics of capital.

### A REMARKABLE FEAT

Capital enables us, then, to substitute for straightforward but inefficient methods of production the methods which are roundabout but efficient. The savage kills an animal and uses the dried pelt as a garment. Nothing could be more direct. It is recorded that in the eighteenth century an Englishman won a big wager by dining one night in a jacket which had been wool on a sheep's back twenty-four hours previously. That was much less direct. Today a sheep-farmer in Wyoming will wear a suit made from cloth manufactured in Massachusetts from wool grown in his own district, perhaps on his own ranch. Nothing could be more roundabout, but it is the modern way, thanks to capital.

Again, capital, though it makes production roundabout, makes it constant and certain instead of intermittent and dubious. You cannot but notice how independent we have become of local fluctuations in natural supplies. In England, in the Middle Ages, Yorkshire might be starving while Surrey was bursting with harvest. Now, at any rate in peace times, the processes of manufacture and the flow of commodities are so constant that even slight interferences when they occur, as through an industrial dispute, are regarded as strange. Once they would have been too usual to be noticed much.

Once more, capital enables productive processes to be carried on while the result is remote in time, while those who carry them on are still in a position to enjoy, meanwhile, all the necessities and comforts of life. Unaided labour has to live from hand to mouth, to produce today the goods which will satisfy the needs of today. Capital relieves industry of this necessity, and enables plans to be laid far ahead and a distant return to be waited for in comfort.

### HOW LABOUR BENEFITS

From the point of view of Labour, it is to be noted in the first place that Capital in the special-

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ized form of machinery and engines is constantly relieving man of more and more of the "donkey work" of industry. Coal-cutters, for example, relieve miners of much heavy work without reducing their earnings. Too much cannot be done to relieve man of toil that steam and electricity can do as well as he.

Again, Capital takes the risk of industry off the shoulders of Labour. The first claim on the product of industry, both in fact and in law, is the wages of the workers. That the goods when produced do not sell, or are sold at a loss, makes no difference to this first and most important claim. And since Capital must shoulder the risks of production, caution, insight, and brains become of increasing importance, and so again tend to improve the national industry and increase its output.

The difference made in the output of labour when assisted by highly specialized forms of capital is almost incredible. It was calculated that the labour-power used in growing barley in the United States in 1896, if it had only the capital-power of 1830 at its disposal, would have produced just under three million bushels, whereas, with the actual capital-power of 1896 to aid it, the harvest was nearly 70 million bushels. In other words, nearly 96 per cent of the product was due to capital. Another calculation showed that capital-power applied to pinmaking increased the efficiency of the labour-power no less than ninety-fold.

This, then, is what capital does, and this is the service that capitalists render to society. It also explains why, in Russia and elsewhere, the enemies of capital turn out to be the enemies of mankind.

## Songs of the Soul

By ROGER DANIELS

IN 1833 a young Englishman, ill and weary for home, took passage on an orange boat from Sicily to France. In the Bay of Bonifacio the wind died and for a full week there was unending fog, the danger of unfelt tide and current, the mystery of a leaden sea. From the impenetrability, where all things seemed at a halt, as they seem in the despairing moments of men's lives, there came the hymn, "Lead, Kindly Light": words set down by the young passenger. It was out of loneliness and heartsickness that the lines of the immortal hymn took form. The young Englishman was John Henry Newman, then a university man of thirty-two. Later he became the great leader in religious discussion; and finally left the Church of England for the Church of Rome, in which he became a cardinal.

Wesley had a genius for hymnody. The total of hymns that he composed is close to 6,500; those of them that have been published number 4,000. And, of these, the hymn that is perhaps best known was brought to him by a helpless little bird. It is to him that the title of "greatest hymn writer of all ages" has been given; and many that he wrote

are in use today. At Christmas-time millions of voices pay tribute to him in "Hark, the Herald Angels Sing".

It has been said that no other hymn has laid so broad a grasp on the English-speaking world as "Rock of Ages", whose author was August Toplady. It was the favorite of Gladstone and was sung at his funeral in Westminster Abbey. It was the consolation also of the prince consort, husband of Queen Victoria, and by his wish was sung to him in his last illness; and it was the hymn that gave surcease to General James E. B. Stuart, the Confederate cavalry leader, when he was dying in Richmond after the Battle of the Wilderness.

Though "Rock of Ages" has given peace and hope to millions, it was the work of a man whose life was one of suffering—a constant struggle against physical odds. "His mental power", says one who knows, "was marvelous, but his body was as brittle as glass."

"Abide With Me" was written by a pious man who came of a family of poor Scotch fisher-folk. Like Toplady, H. F. Lyte waged a heroic struggle between the spirit and physical ills. He was the curate of the church at Lower Brixham, Devonshire, England, and the hymn came to him at the end of his days. The story has been written by his daughter.

In 1830 Ray Palmer, fresh from Yale, came to New York, at the age of twenty-two, to teach. One day he found a description, in German, of a suppliant before the Cross. He was touched, made a translation, and added four verses of his own. It is these four that comprise the well-loved hymn, "My Faith Looks Up to Thee". Of them, Palmer wrote later: "I wrote what I felt. I had not the slightest thought of writing for another eye, least of all of writing a hymn for Christian worship. It was born in my heart and demanded expression".

Before he died, in 1887, Palmer saw his hymn spread over the world. He entered the ministry two years after he wrote it, becoming pastor of the Central Congregational Church at Bath, Maine, and he died at Newark, New Jersey.

The great hymn that stands above controversy, that is perhaps most sung of all, is "Nearer, My God, to Thee". It was written by a woman, Mrs. Sarah Fowler Adams. Leigh Hunt called Mrs. Adams "a mistress of thought and tears". Robert Browning, who also was her friend, took a warm interest in her work.

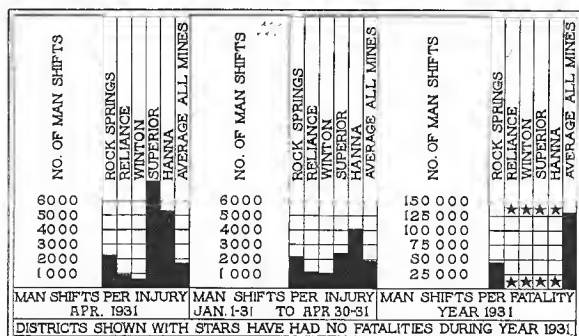
The Rough Riders of the Spanish-American War were gathered from many levels and many corners of the world; they were men of varying character and faith, and some of no faith. Yet, at Guasimas, when they stood over the graves of their fallen comrades, they sang together, "Nearer, My God, to Thee". It was this hymn that President McKinley himself asked be sung at his funeral.

Of the six great hymns, each comes close to the heart of this man or that. They have all become a part of the life of the people. Of one of them, "Jesus, Lover of My Soul", Henry Ward Beecher said: "I would rather have written that hymn than have the fame of all the kings in the world."



# Make It Safe

## April Accident Graph



In April there were 20 accidents reported, 3 more than in March. There was also an increase of 1,663 manshifts worked. However, excluding one fatality in March, the safety record for April is worse than the previous month; as the manshifts per injury decreased 208 for the month and 63 over the period January 1st to April 30th.

Winton and Reliance have an exceptionally poor record for the month and for the period. Winton worked only 585 manshifts and Reliance 926 manshifts per injury and for the period their record is standing with only 1,037 manshifts and 1,145 manshifts per injury.

Winton reported 9 injuries, 3 from No. 1 Mine and 6 from No. 3 Mine. This is double the number that is usually reported. Rock Springs reported 5 and Reliance 4 injuries. The Superior and Hanna districts reported 1 each.

There is, however, one thing that has been demonstrated very effectively during the month and that is, that some of the mines can stop their compensable injuries.

Superior "C" and "E" Mines and Hanna Mines Nos. 2, 4 and 6 worked the entire month without having a compensable injury. Rock Springs No. 8 Mine, that usually reports more injuries than any of the other districts, had one compensable injury and Superior "B" Mine reported only one injury. All of the mine foremen and underground men at the above mentioned mines are to be congratulated on their individual work.

Superior had the best record for the month, working 9,186 manshifts per injury and Hanna second with 5,270 manshifts. With these two districts showing a remarkably good record, it should be an incentive for Rock Springs, Reliance and Winton to try and do the same.

## BY MINES

Place	Man-shifts	Injuries	Man-shifts Per Injury
Rock Springs No. 4...	3,437	4	859
Rock Springs No. 8...	5,592	1	5,592
Rock Springs Outside	2,232	0	0
Reliance No. 1.....	2,876	4	719
Reliance Outside ...	827	0	0
Winton No. 1.....	2,218	3	739
Winton No. 3.....	1,981	6	330
Winton Outside ....	1,065	0	0
Superior "B" .....	2,383	1	2,383
Superior "C" .....	2,565	0	0
Superior "D" .....	30	0	0
Superior "E" .....	2,484	0	0
Superior Outside ...	1,724	0	0
Hanna No. 2.....	636	0	0
Hanna No. 4.....	2,476	0	0
Hanna No. 6.....	157	0	0
Hanna Outside .....	2,001	1	2,001

## BY DISTRICTS

Rock Springs .....	11,261	5	2,252
Reliance .....	3,703	4	926
Winton .....	5,264	9	585
Superior .....	9,186	1	9,186
Hanna .....	5,270	1	5,270
All Districts ....	34,684	20	1,734

## PERIOD JANUARY 1 TO APRIL 30, 1931

Rock Springs .....	40,225	18	2,235
Reliance .....	13,746	12	1,145
Winton .....	19,711	19	1,037
Superior .....	33,963	14	2,426
Hanna .....	20,345	5	4,069
All Districts ....	127,990	68	1,881

## Safety Records Are Being Made In Other Coal Fields

The Consolidation News of February shows that The Consolidated Coal Company is "doing things" in the reduction of accidents in its West Virginia coal mines.

"Mine 251 produced an average of 2,852 tons of coal per working day and Mine 261 produced an average of 4,228 tons of coal per working day without a lost time accident."

"The official staff and personnel of these two mines deserve a great deal of credit for their untiring efforts in accident prevention work, and it is only by the eternal vigilance of the official when visiting the working places that they have been able to get the employe to see the necessity of being careful to prevent accidents that the division has been able to establish such a record, and here is hoping we have many more such months ahead of us."

"Mine 261 at Caretta made an enviable record during the month of December, when it produced over 4,000 tons of coal per day without a lost time accident of any nature. This operation is now the largest single mine in production in the southern field of West Virginia."

Again in the Black Diamond of February 21, 1931, the following item is taken and is in itself a very nice tribute to a coal mining official who has a good record of safe mining work:

"David H. Muir, sixty-five years old, veteran pit boss at the Robinson Mine, Walsen, Colorado, who has been honored for his safety record, has been retired by the Colorado Fuel and Iron Company after serving 39 years and 3 months without an accident. Muir operated at the Robinson Mine for more than thirteen years without a fatal accident, taking out 2,475,555 tons of coal during that period. In 1929, Muir was awarded the Joseph A. Holmes Safety Certificate by the United States Bureau of Mines; the first time in history that the award had been given any individual west of Pennsylvania and the second time that a mine foreman or superintendent had received the recognition for safety measure."

## Our Wyoming Accident Record

WITH the view of determining the trend of our Wyoming accident record based on man shifts worked per compensable accident, the following statement was prepared from the records of the Safety Engineer for the six years, 1925 to 1930, inclusive.

### STATEMENT OF MANSHIFTS, INJURIES, AND MAN-SHIFTS PER INJURY FOR WHICH COMPENSATION WAS CLAIMED 1925 TO 1930, INCLUSIVE

1925			
	Man Shifts	Injuries	Man Shifts Per Injury
Rock Springs .....	128,266	90	1,425
Reliance .....	45,903	36	1,278
Winton .....	48,423	28	1,729
Superior .....	115,643	69	1,676
Hanna .....	70,314	56	1,256
Cumberland .....	70,576	32	2,205
TOTAL .....	479,125	311	1,541
1926			
Rock Springs .....	137,613	75	1,835
Reliance .....	48,810	28	1,743
Winton .....	55,360	37	1,496
Superior .....	109,486	41	2,670

Hanna .....	74,710	43	1,737
Cumberland .....	60,008	33	1,818
TOTAL .....	485,987	257	1,891

### 1927

Rock Springs .....	133,843	84	1,593
Reliance .....	48,071	32	1,502
Winton .....	51,485	31	1,661
Superior .....	92,496	54	1,712
Hanna .....	75,601	34	2,224
Cumberland .....	52,385	32	1,637

TOTAL .....	453,881	267	1,700
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### 1928

Rock Springs .....	143,766	79	1,820
Reliance .....	52,837	30	1,761
Winton .....	67,766	37	1,831
Superior .....	97,942	80	1,224
Hanna .....	71,247	34	2,096
Cumberland .....	49,110	26	1,889

TOTAL .....	482,668	286	1,688
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### 1929

Rock Springs .....	157,094	87	1,806
Reliance .....	61,393	42	1,462
Winton .....	72,677	31	2,344
Superior .....	113,114	59	1,917
Hanna .....	71,088	31	2,293
Cumberland .....	38,598	26	1,484

TOTAL .....	513,964	276	1,862
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### 1930

Rock Springs .....	148,381	94	1,578
Reliance .....	56,346	32	1,761
Winton .....	72,385	38	1,905
Superior .....	120,958	70	1,728
Hanna .....	70,606	34	2,077
Cumberland .....	15,405	8	1,926

TOTAL .....	484,081	276	1,754
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It will be understood that accidents causing a loss of less than seven days are not included in this computation. If the "no lost time" accidents were included, the number of man shifts per accident would be somewhat less than shown.

We submit below another table showing the man shifts worked per compensable accident for each of the six yearly periods with a six-year average. The relative position or "rank" of each district is also shown by years, with the average man shifts per accident, and "rank" for the six years.

### MAN SHIFTS WORKED PER COMPENSABLE ACCIDENT BY YEARS, 1925-1930, INCLUSIVE, WITH COMPARATIVE RANK OF DISTRICTS

	1925	Rank	1926	Rank	1927	Rank	1928	Rank
Rock Springs	1,425	4	1,835	2	1,593	5	1,820	4
Reliance	1,278	5	1,743	4	1,502	6	1,761	5
Winton	1,729	2	1,496	6	1,661	3	1,831	3
Superior	1,676	3	2,670	1	1,712	2	1,224	6
Hanna	1,256	6	1,737	5	2,224	1	2,096	1
Cumberland	2,205	1	1,818	3	1,637	4	1,889	2
Average, six years	1,541		1,891		1,700		1,688	



	1929	Rank	1930	Rank	Six Years Rank
Rock Springs .....	1,806	4	1,578	6	1,668 5
Reliance .....	1,462	6	1,761	4	1,567 6
Winton .....	2,344	1	1,905	3	1,822 2
Superior .....	1,917	3	1,728	5	1,742 4
Hanna .....	2,293	2	2,077	1	1,869 1
Cumberland .....	1,484	5	1,926	2	1,822 3
Average, six years.....	1,862		1,754		1,733

In 1925, the proportion of coal loaded mechanically was 9.6 per cent, with a steady increase, until in 1930, 59.4 per cent was loaded by machines. In 1929, an increase of 44.6 per cent in man shifts

per compensable accidents was secured where loading machines were used, over hand loading, with 1930 likewise showing 42.9 per cent in favor of mechanical loading, which would seem to indicate that our progress in hand loading and day work tasks was going backward, to an extent that offsets much of the gain made under the mechanical loading process.

The relative hazard that attaches to mechanical loading, hand loading, other underground and surface workers, for the calendar years 1929 and 1930, are set forth below:

### THE UNION PACIFIC COAL COMPANY

#### COMPARISON OF COMPENSABLE ACCIDENTS, TONNAGE AND MAN SHIFT BASIS, 1929-30.

Tons Coal Mined	1929	1930	Increase	Decrease	Per Cent
Mechanically .....	1,810,674	1,763,479		47,195	2.61
By Hand .....	1,249,958	1,134,174		115,784	9.26
TOTAL.....	3,060,632	2,897,653		162,979	5.32
Compensable Accidents					
Mechanical Loading .....	75	85	10		13.33
Hand Loading.....	98	107	9		9.18
Other Men Underground.....	82	59		23	28.05
Surface Men .....	23	25	2		8.69
TOTAL.....	278	276		2	.72
Tons Mined to Each Accident					
Mechanical Loading .....	24,142	20,747		3,395	14.06
Hand Loading.....	12,755	10,600		2,155	16.90
TOTAL.....	17,691	15,092		2,599	14.69
Man Shifts to Each Accident					
Mechanical Loading .....	1,721	1,425		296	17.19
Hand Loading.....	1,190	997		193	16.21
Other Men Underground.....	1,995	2,582	587		29.42
Surface Men .....	4,586	4,157		429	9.35
TOTAL.....	1,852	1,754		98	5.29
	1929		1930		
	Tons	Per Cent	Tons	Per Cent	
Increase in tons loaded, mechanical versus hand loading...	11,387	89.2	10,147	95.7	
	Man Shifts		Man Shifts		
Increase number man shifts worked, mechanical versus hand loading .....	531	44.6	428	42.9	

## Annual Safety Awards Made in Tono

THE annual safety meeting for presenting awards to the foremen who had conducted their mines without a fatality was held Tuesday, April 28, in the Tono Community House so beautifully decorated with flowers. Mr. William Hann, Superintendent of Mines, acted as chairman of the meeting. Mr. L. M. Rickard, State Supervisor of Safety, compared the Tono accident record with that of the state and national record and commended Tono upon its four year non-fatality record. He concluded his remarks by reading a letter written by a boy seventeen years old telling why he practiced safety, basing his conclusions upon his own personal experiences which had taught him that safety brought a lesson home to others. Mr. Goddard, Superintendent of Schools in Centralia, as the chief speaker of the evening, talked on the wise use of leisure time. This he said while not directly along

the lines of the safety thought of the evening, was, nevertheless, a "Safety" topic when the advantages of a profitable use of leisure both to ourselves and others was considered. He emphasized the need of worth while play or recreation of body and mind through singing, music, dancing, engaging in sports and quiet reading. Likewise the benefits of group gatherings with some entertainment for cultural training. Mr. Goddard's wit and pleasing manner easily won the admiration of his audience.

The musical numbers were a high compliment to the Tono talent. They included selections by the orchestra, an instrumental selection and a cornet solo by Charles Rickard, son of Mr. L. M. Rickard, also vocal numbers by Mr. Rodgers, Mrs. Bert Boardman, Miss Ellen Sandusky and Thomas Wigley.

Mr. Hann presented the pictures which were



*Foreman Benjamin Dowell, winner of first prize.*

*Foreman Fred Ring, winner of second prize.*

*Foreman Fred Yedloutschnig, Jr., winner of third prize.*

given as awards to the foremen who had won them: first going to Mr. Benj. Dowell, second, Mr. Fred Ring, third, Mr. Fred Yedloutschnig, Jr. Each thanked the men for their cooperation and Mr. Hann for the gift. At the close of the meeting the ladies served a delicious lunch and dancing was enjoyed during the remainder of the evening.

## April Injuries

### KEEP YOUR NAME OFF THIS LIST

- HOWARD BLAKELEY—*Loader—Rock Springs, No. 4 Mine.* Laceration and infection of right hand. While picking coal at the face, a piece of coal cut his hand and infection developed. This type of accident is avoidable, first, by wearing gloves, and second, by reporting all injuries and having the wounds dressed by a physician.
- THOMAS BRAWLEY—*Faceman—Rock Springs, No. 4 Mine.* Contused chest. While working at the face, some rock and top coal fell striking him on the back and chest. Frequent roof inspection and the taking down or timbering of bad sounding roof will eliminate this kind of accident.
- MARTIN KOBLE—*Machine Runner—Rock Springs, No. 4 Mine.* Amputation 3rd finger right hand.

While standing with his hand resting on the ratchet handle of a duckbill and watching a machine pull from under a cut, the jack pipe pulled out of the roof hitching and cut off the end of a finger. Jack pipes, when in use, are dangerous and more so in tender roof. More care in using them should be exercised.

WILLIAM WELCH, JR.—*Miner—Rock Springs, No. 4 Mine.* Bruised back. While loading coal, a piece fell from the rib and struck his back. An avoidable accident. Loose face coal should be barred down.

JOHN BURNS—*Repairman—Rock Springs, No. 8 Mine.* Contusion of neck and back. Was riding the top of a locomotive and watching some resistance that he had repaired when his shoulder was caught against the roof. Accidents of this type are absolutely avoidable. He should not have been on top of the locomotive to make an inspection.

SAM GILPIN—*Machine Runner—Reliance, No. 1 Mine.* Infection of right hand. Injured claims that while pulling on the tail rope of a cutting machine, a piece of steel wire punctured the palm of his hand. He did not report injury and infection developed. A punctured wound should always be given medical attention as



they are very susceptible to infection. Leather gloves should be worn while pulling on wire rope.

JOE MAGELES—*Miner—Reliance, No. 1 Mine.* Sprained knee. Injured claims that in dropping a loaded car out of a room, he slipped and sprained his knee. Many accidents are caused by persons slipping and falling. Watch your step.

PETE PUSHKIN—*Miner—Reliance, No. 1 Mine.* Lacerated finger. While putting a lump of coal into a car, he caught his finger between top of car and coal, mashing the third finger of right hand. Again the use of gloves would have probably eliminated this accident.

JOSEPH R. UHREN—*Faceman—Reliance, No. 1 Mine.* Fractured jaw. While drilling with an electric drill, the drill bit stuck which caused the drill to twist and strike his jaw. This was an avoidable accident. Two men should have been holding the drill instead of only one.

LEONARD FISHER—*Motorman—Winton, No. 1 Mine.* Mashed finger on right hand. Was pulling a trip of empty cars from the parting and sand pipe was not over the rail. While trip was in motion, he attempted to place sand pipes over rail and caught his finger tips under locomotive wheel. This was an avoidable accident. Motors should be stopped until sandpipes are repaired and mechanical defects reported to the mine foreman.

ARCHIE AULD, SR.—*Night Foreman—Winton, No. 1 Mine.* Bruise and fracture of right leg. Became impatient over the delay the motorman was causing and he attempted to run motor. When he opened the controller of the motor, it went in the opposite direction and the operator's leg was caught between the motor's bumper and trip of cars. This accident was absolutely uncalled for. Motormen and other operators should have both feet in the cab before opening the controller.

WM. S. WILSON—*Tracklayer—Winton, No. 1 Mine.* Bruises and lacerations of shoulder, leg and foot. Was helping timberman raise crossbar to top of post when a driver with empties, who had not been signaled to stop, allowed the cars to run into crossbar, knocking it down and causing injuries to the workman. When men are timbering along a haulage entry, the man in charge should see that his fellow workmen are properly safeguarded.

ABE BENSON—*Miner—Winton, No. 3 Mine.* Strained ligaments of right knee. Injured claims to have sprained his knee while shoveling coal into a mine car.

PAUL DURAND—*Ratchet Man—Winton, No. 3 Mine.* Lacerated scalp and bruised back. Was pulling down face coal in a pillar section when part of the face rolled over on him causing a scalp wound and bruises to the back. Extreme care

should be used by all workmen in pillar sections and protective hats will eliminate scalp injuries.

JAMES HENDERSON—*Machine Runner—Winton, No. 3 Mine.* Bruised foot. Injured workman's foot was caught between machine pan and jack pipe when the machine kicked back while sumping into the face. Accidents of this kind can be stopped if workmen would use more precaution and wear hard toed shoes.

JOHN KOBBLER—*Driller—Winton, No. 3 Mine.* Bruised leg and foot. While working along a scraper pillar, a chunk of coal bumped off the face and struck his leg and foot.

STEWART TAIT—*Driver—Winton, No. 3 Mine.* Fractured left leg. Was kicked on the leg by a mule that he was prodding with a sprag. Drivers should treat a mule's heels with more respect and never beat an animal with a sprag or prop. In the past this has been a serious offense, subjecting the offender to discharge.

TONY TOMICH—*Driller—Winton, No. 3 Mine.* Sprained wrist and hand. While drilling coal with an electric drill, the bit struck a crevice causing the drill to twist and strike injured workman's wrist and hand. Workmen should be instructed how to hold drilling machines.

VICTOR CHAUSSART—*Motorman—Superior "B" Mine.* Laceration and contusion 1st finger on right hand. Was putting shoe on motor trip and caught his finger between the chain and top of car. Shoes should not be placed under wheels while trip is in motion.

JOE MARINARO—*Laborer—Hanna, General Outside.* Fracture of 5th and 6th ribs on right side. Was shoveling snow off railroad tracks during a severe blizzard and was struck with railroad car that was being lowered from tippie. Car droppers and track cleaners should be ever alert during a storm.

## No Use of Tempting Fate

Grim was the reply of the Scottish grave-digger when a certain niggardly farmer was haggling about the charge for his wife's interment. I well remember the grave-digger recounting the incident. I had asked him if he ever had had any difficulty in getting payment for his rather trying work.

"Only yince," he said. "It was when Ewan Swan buried his wife. Ye mind her with the guid gaun tongue. Efter I had raised my kep, as a signal to the mourners to gang, Ewan stayed ahint. Says he to me, 'What will I be aw'n ye, John?' 'Seeven and six,' says I. 'It's ower much,' says he, 'in licht sandy soil like that,' and he hands me a croon. 'Sandy soil or hard clay, it's Seeven and six,' says I, 'and doon with another half-croon or up she comes!' And I nivver seen a half-croon come sae smert oot o' a fermer's pooch."—*Scots Observer.*

## Community Council Activities

FOR the purpose of informing the several Community Councils what the neighboring councils are doing in the matter of entertainment and relief work, the following statements covering receipts and expenditures for the calendar year 1930 were prepared and published for the information of members and employees.

### RECEIPTS AND EXPENDITURES—HANNA COMMUNITY COUNCIL YEAR ENDING DECEMBER 31, 1930

#### GENERAL FUND

##### RECEIPTS:

Balance—Cash on Hand—

December 31, 1929.....	\$339.68
From The Union Pacific Coal Company...	300.00
From Boy Scouts Camp Account.....	45.98
From Girl Scouts Camp Account.....	52.15
From Chautauqua Sponsors .....	59.26
<i>Total</i> .....	<u>\$797.07</u>

##### EXPENDITURES:

Scout Camp—Supplies .....	\$262.36
Scout Camp—Wages of Cook.....	80.00
Charity .....	20.00
Christmas Gifts .....	80.00
Chautauqua Expenses .....	140.00
Miscellaneous .....	27.40
<i>Total</i> .....	<u>\$609.76</u>

Balance—Cash on Hand—

December 31, 1930.....	<u>\$187.31</u>
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### RECEIPTS AND EXPENDITURES—HANNA COMMUNITY COUNCIL YEAR ENDING DECEMBER 31, 1930

#### CHRISTMAS FUND

##### RECEIPTS:

Balance—Cash on Hand—

December 31, 1929.....	\$201.53
From U. M. W. A. Local No. 2335.....	240.00
From The Union Pacific Coal Company...	100.00
From The Union Pacific Coal Company (Store Dept.) .....	100.00
From Hanna Business Firms.....	48.50
From Pythian Sisters Lodge.....	10.00
From Ladies Auxiliary Eagles Lodge.....	5.00
From Women of Mooseheart Lodge.....	10.00
From I. O. O. F. Lodge.....	10.00
From Ladies Aid Society M. E. Church....	10.00
From Altar and Rosary Society.....	7.00
From St. Marks Auxiliary.....	5.00
From Monthly Men of The Union Pacific Coal Company .....	44.00

From Union Pacific Railroad Men..... 11.00

*Total* .....\$802.03

##### EXPENDITURES:

Banks for Children.....	\$417.00
Candy, Nuts, Etc., Christmas Celebration...	216.39
Ornaments—Christmas Tree .....	4.20

*Total* .....\$637.59

Balance—Cash on Hand—

December 31, 1930.....\$164.44

### RECEIPTS AND EXPENDITURES—RELiance COMMUNITY COUNCIL YEAR ENDING DECEMBER 31, 1930

##### RECEIPTS:

Balance—Cash on Hand—

December 31, 1929.....	\$149.83
From The Union Pacific Coal Company...	200.00
From Card Party .....	14.25

*Total* .....\$364.08

##### EXPENDITURES:

Charity .....	\$ 68.00
Equipment for Hall, Curtains and Drapes..	33.00
Repairs to Musical Instruments.....	39.70
Girl Scouts .....	19.00
Carnival Debt .....	57.40
Christmas Tree Celebration.....	50.00
Miscellaneous .....	85.52

*Total* .....\$352.62

Balance—Cash on Hand—

December 31, 1930.....\$ 11.46

### RECEIPTS AND EXPENDITURES—ROCK SPRINGS COMMUNITY COUNCIL YEAR ENDING DECEMBER 31, 1930

##### RECEIPTS:

Balance—Cash on Hand—

December 31, 1929.....	\$ 220.92
From The Union Pacific Coal Company...	325.00
From Carnival .....	100.00
From Card Parties .....	99.41
From Dance—Old Timers' Building.....	194.40
From Docks at No. 4 Mine.....	62.40
From Membership Dues .....	23.00



From Miscellaneous .....	20.00
<i>Total</i> .....	<u>\$1,045.13</u>

**EXPENDITURES:**

Charity Work .....	\$ 587.01
Boy Scout Trumpets.....	30.00
Equipment for Hall, Curtains, Piano, Etc..	207.35
Kitchen Equipment and Supplies.....	40.02
Christmas Celebration, Treat, Tree, Etc...	74.11
Miscellaneous .....	25.00
<i>Total</i> .....	<u>\$ 963.49</u>

Balance—Cash on Hand— December 31, 1930.....	\$ 81.64
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In addition to the above, the Council owns property valued at \$996.83. This property consists of Band and other Musical Instruments, Card Tables, Kitchen Equipment, Etc.

**RECEIPTS AND EXPENDITURES—SUPERIOR COMMUNITY  
COUNCIL YEAR ENDING DECEMBER 31, 1930**

**RECEIPTS:**

Balance—Cash on Hand— December 31, 1929.....	\$221.40
From The Union Pacific Coal Company...	240.00
From The Union Pacific Coal Company (Christmas Funds) .....	100.00
From Rentals—Club House .....	71.00
<i>Total</i> .....	<u>\$632.40</u>

**EXPENDITURES:**

Wages of Janitor—Club House.....	\$120.00
Equipment for Club House—Tables.....	23.75
Christmas Tree Celebration.....	100.00
Tuning Pianos—Club House and Church..	10.00
Miscellaneous .....	32.33
<i>Total</i> .....	<u>\$286.08</u>
Balance—Cash on Hand— December 31, 1930.....	<u>\$346.32</u>

Property Owned—Piano in Club House.

**RECEIPTS AND EXPENDITURES—WINTON COMMUNITY  
COUNCIL YEAR ENDING DECEMBER 31, 1930**

**RECEIPTS:**

Balance—Cash on Hand— December 31, 1929.....	\$ 575.19
From The Union Pacific Coal Company..	220.00
From The Union Pacific Coal Company (Store Dept.) .....	150.00
From Christmas Fund .....	129.50
From Local Union No. 3830.....	115.00
From Dance and Rental of Hall.....	25.25
From Woman's Club .....	15.00
From Monthly Men .....	26.00
<i>Total</i> .....	<u>\$1,255.94</u>

**EXPENDITURES:**

Charity .....	\$ 16.82
Girl Scouts—Books and Badges.....	10.00
Equipment—Bookcase .....	88.76
Donation—Athletic Club .....	25.00
Entertainment—First Aid Team.....	18.00
Donation—Lahor Day Celebration.....	10.00
Music for Dances.....	28.00
Christmas Donations to Children.....	292.50
Christmas Celebration, Tree and Decorations, Etc. ....	40.00
Miscellaneous .....	1.00
<i>Total</i> .....	<u>\$ 530.08</u>

Balance—Cash on Hand— December 31, 1930.....	<u>\$ 725.86</u>
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## Lowell P. T. A.

The Lowell School P. T. A. successfully held a clinic on May 1st, at the Lowell School, at which 147 children were examined. Conferences are being held between mothers and teachers in order that parents will know the results found in the clinic.

Dr. J. G. Wanner examined the children's eyes, ears, noses, and throats. Because of a lack of proper equipment the eyes were not tested for vision.

Drs. G. H. Breihan and H. A. O'Malley examined the children's teeth. Dr. L. M. McCrann examined the children's hearts, lungs, skin and noted signs of malnutrition.

The following data has been collected:

Children examined, 147; eye disorders, 16 cases; ears, 16 cases need treatment; adenoids, 47 cases; tonsils, 59 badly inflamed cases; glands, 38 cases of enlarged glands; lungs, 6 cases need attention; heart, 12 cases need attention; skin, 5 cases of skin infection; malnutrition, 25 cases; teeth, 89 children have teeth that should be extracted, 53 have teeth that need to be treated; deformities, 3 cases that can be remedied.

The officers and teachers extend a vote of thanks to each doctor for his services.

## Superior P. T. A.

The last meeting of the P. T. A. for the year was held Thursday, May 14. The officers elected at the April meeting for the coming year were duly installed by Mrs. A. S. White, the out-going president. The new officers are: Mrs. A. Davis, president; Mrs. J. D. Scott, vice-president; Mrs. Louis Telk, secretary and Mrs. N. Konzatti, treasurer. Mrs. F. V. Hicks gave a report of the clinic for children. The Superior Parent-Teachers Association, while only organized two years ago, has a membership fourth largest in the state. The past year has been most successful from every standpoint.

# Engineering Department

## The Hoover Dam—A Wonderful Achievement

By C. E. SWANN

THE average man visualizes the Hoover Dam as an enormous Governmental project which has been described in newspapers by the free use of superlatives and he pays slight attention to the wonderful achievement the actual construction of this dam will have accomplished.

This dam in its inception was little more than an engineer's dream, but it is now being wrought into reality which will be of great economic importance to the entire western United States. Government and other engineers have given this problem an immense amount of study and the specifications have been perfected to such an extent that contractors in bidding on its construction view it as only another dam on a much larger scale, while the engineering profession view the work as a distinct engineering achievement. Both views contain elements of truth as the very immensity of the structure creates problems previously unencountered by the engineering profession.

The construction of dams to impound water has almost reached a scientific basis but the gigantic proportions of this enterprise leaves the engineering profession somewhat amazed. The "Engineering News-Record", commenting editorially, describes it as "the most advanced, the boldest and most thoroughly studied enterprise in the history of the profession; a work ranking with the greatest ever attempted with human hands." The Salt Lake "Tribune" states: "Not all members of the engineering profession will agree that the project is above criticism from an economic standpoint. There are those who contend that reclaiming hundreds of thousands of acres of barren desert will only aggravate the problem of agricultural surpluses. There are others who think there are more economical ways of supplying water and electricity to southern California. Still others believe that the logical way to harness the Colorado and protect the residents of the lower stretches of the river from floods is to develop from the headwaters down, building several comparatively small dams instead of building one titanic project in Black Canon."

But on one point the engineering profession is in accord. Hoover Dam is a tremendous undertaking and will be a magnificent monument to the skill and ingenuity of the profession.

The Hoover Dam, taken in its entirety, seems to be only a logical development of the mass production era in which we live, but to merely say

the Hoover Dam is the highest, the thickest, the most expensive in the world furnishes only a vague idea as to its size, but when one is told that it will take approximately 700 railroad cars of 50 tons capacity each to transport only the concrete material for this dam we are at once impressed with its magnitude.

This gigantic structure must be built in one of the most inaccessible regions of the country, where the temperature ranges from 20 to 120 degrees. The Union Pacific System will construct a railroad from Boulder City, known as the dam city, to connect with the Los Angeles and Salt Lake Railroad. From the terminus of this branch at Boulder City a construction railroad must be built over an almost inaccessible country to the dam site and to the sand and gravel pits, and a highway will be hewn out of the lava cliffs.

The most hazardous task in connection with this project will be the diversion of the Colorado River during the period of construction. This will require the construction of two very large cofferdams, to exclude the water from the main dam while under construction, and four concrete lined tunnels 50 feet in diameter and aggregating three and one-half miles in length, which must be large enough to carry the complete flow of the river during flood periods. We mining men fully comprehend the magnitude of the tunneling work to be done, even though it is a larger rock tunnel than most of us have ever seen.

The coffer-dams will be built during the low water season and the contractors will be held responsible for any flood damage until the cofferdams are completed according to plans and specifications and thereafter the Government will assume the responsibility of flood damage to the



Site of the Hoover Dam in the Colorado River. Looking up-stream.



main dam. It is generally conceded that with the amount of study given this problem before making the plans the danger of floods damaging the main dam structure during construction are slight, even though the erratic flood conditions of this river are taken into account.

In preparing the foundation to receive the dam structure, a great amount of rock will be removed and to make the foundation doubly safe, the contractors will drill holes in the foundation rock and abutments and cement grout them under pressure to take care of any cracks or crevices nature might have left in the foundation rock. Some of these holes will be 150 feet deep. The preliminary is expected to be completed and the main dam construction begun by the spring of 1934. One of the new features in concrete construction on this work will be the refrigeration system embedded in the mass of concrete to absorb the heat generated by the setting of the cement and avoid cracking.

Behind this wonderful structure can be stored, if necessary, enough water to take care of the run off of the Colorado River for nearly two years. It will hold enough water to cover the entire state of New York to a depth of one foot. The cost of the work incidental to the dam construction is estimated at Seventy Million, Six Hundred Thousand Dollars, and by the additional expenditure of Thirty-Eight Million Two Hundred Thousand Dollars, a power system will be developed capable of paying off the entire cost of the project in about 50 years. The immense power plant will be built in a U-shape—half on the Arizona and half on the Nevada side of the river—more than equalling the electric plant at Niagara Falls, in New York State. The electric plant will not be operated by the Government, but by the City of Los Angeles and the Southern California Edison Company under the supervision of a director to be appointed by the Secretary of the Interior Department.

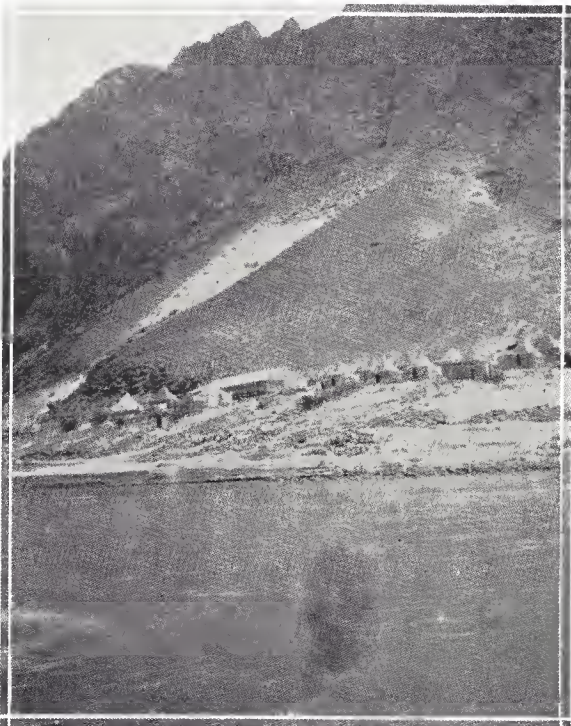
The construction program calls for completion of the project to a point where storage of water can be started by June 15, 1936. The contractors have until May 1st, 1938 to entirely complete the project, and must pay forfeit or damages at the rate of \$3,000 per day after that date.

The Nevada-California Power Company has already constructed a 220 mile power line to the dam site from the Southern Sierra Power Company's steam plant at San Bernardino, California, to furnish power for doing this work.

Boulder City will be a modern city built to minimize the heat conditions existing there and will house men employed on the work and their families and provide ample provision for the transaction of the business necessary for this great undertaking.

This outline covers very briefly the major tasks confronting the builders of the Hoover Dam.

A very important part of the complete undertaking is the construction of the All-American canal, which is to carry the water of the Colorado to the Imperial and Coachella valleys in Southern California. Estimated cost of this unit when com-



*Camp of the Six Companies, Inc., in the Canyon of the Colorado River near the site of the Hoover Dam.*

pleted is \$55,500,000.00. This canal will be practically an artificial river.

A project, larger, from the standpoint of expense, than all three units combined, will probably follow as a direct result of the construction of the dam. This is the proposed 265-mile aqueduct which will carry water from the Colorado to Los Angeles and other cities of Southern California. The estimated cost of this gigantic undertaking is Two Hundred Million Dollars. The aqueduct is to be built and operated by the Metropolitan water district of Southern California, which has already been organized.

If present plans are carried out, the water for the aqueduct will be diverted near Parker, Arizona, 150 miles below Hoover Dam. Four pumping plants will be required to lift the water over mountains along the route. The drops after these lifts will generate part of the power required for pumping and whatever additional electrical power is needed will be purchased from the Government at Hoover Dam.

This enterprise, taken as a whole, exceeds even the Panama Canal in cost and will form one of the most impressive chapters in the history of empire building, and be a lasting monument to the cumulative results of years of visioning and planning by the best engineering talent available to the reclamation department of the Government.

Rock Springs people may be surprised to know that a former Rock Springs man, Mr. J. L. Finney, is to be in the midst of this great activity, being the postmaster at Boulder City.

## Load-Factor and Power-Factor

By D. C. MCKEEHAN

THE terms load-factor and power-factor are used rather loosely in electrical parlance, and with great misunderstanding. Further complication arises when the expression, load power factor, is used.

Load-factor is the ratio of the average load to the maximum during a certain period of time and is usually expressed in per cent.

An industrial plant purchasing 100,000 K. W. Hrs. during a thirty day month and having a maximum load of 400 K. W. for an interval of five minutes would have a load factor of 34.7 per cent, arrived at as follows:

On the basis of 100,000 K. W. Hrs. per month the average load is 138 K. W. The ratio of 138 to 400 expresses the monthly load factor.

A certain generator having a capacity of 250 K. W. was called upon to furnish 2400 K. W. Hrs. in a twenty-four hour period.

It could have generated 6000 K. W. Hrs. in one day's time but as it was only called upon to furnish 2400 K. W. Hrs. the load factor is  $2400 : 6000 = .4$  or 40 per cent.

The load factor, in this case, is the ratio of average power required to the maximum capable of being produced during a given interval of time.

The use of electricity in houses, stores and factories varies with the requirements of the occupants. The total amount used in a residence, for example, is equivalent to about two hours' use per day of the largest amount taken at any one time.

The ratio of actual consumption in kilowatt-hours to the total possible consumption, if electricity were used continuously at the rate of the maximum demand, is called the load-factor of a consumer. It, too, is expressed as a percentage. Thus a six-hour user has a load factor of  $6/24$  or 25 per cent. Or if his maximum demand were 10 K. W. and his monthly consumption were 1,800 K. W. Hrs. per month, his load-factor would be 25 per cent; this is his monthly load-factor.

The effect of the load-factor of a system upon the cost of producing a kilowatt-hour has been recognized since the early years of the electrical utility business.

The importance of the load-factor as an element of cost arises from the nature of the two fundamentals that enter into the cost of electricity, the demand cost and the energy cost. The demand cost is a fixed cost, while the energy cost is largely proportional to the amount of energy produced, which depends on the load factor.

The term, power-factor, has to do with the energy generated and supplied. The power-factor is the ratio of the actual power (expressed in watts) to the apparent power (expressed as the product of the volts times amperes.)

In a direct-current circuit the actual power and the apparent power are equal inasmuch as the product of volts times amperes gives the true power in watts.

In an alternating-current circuit the product of the volts times amperes may or may not be the true power. If the power-factor is unity, i. e. 100 per cent, it will be correct. If the power-factor is any other value than unity, which is the maximum value it can have, the actual power will be less than the apparent power.

An alternating-current, in addition to reversing its direction at regular intervals, constantly changes in intensity of both voltage and current.

When the intensity of both voltage and current change in unison the power-factor is unity.

If the intensity of voltage and current do not occur at the same time so that a small time interval elapses between coincident values, this time interval is a measure of the power factor. It becomes a characteristic of the circuit.

Although it is difficult for the lay mind to grasp the full meaning of power-factor in a technical sense it is readily understood in a practical application.

In a single-phase two wire circuit the current is 40 amperes and the voltage is 110 yet the watt-meter indicates 4000 watts. Here the apparent watts are 4400, the true watts 4000. The power-factor is equal to  $4000 : 4400 = .9$  or 90 per cent. If the load were such that the power-factor were 100 per cent the current in amperes would be  $4000 : 110 = 36.3$  amperes instead of 40 amperes.

In such a case the loss would be less transmitting 36.3 instead of 40 amperes. Hence the advantage of the higher power factor as the loss is less, also the heating effect.

Just how far-reaching are the benefits of good power-factor may be determined from an actual case at the Rock Springs power plant. A 2500 K. W. generator rated at 80 per cent power-factor is capable of carrying 3125 K. W. at 100 per cent power-factor. an increase of 25 per cent.

## Colorado School of Mines Students Visit Rock Springs

THE senior mining students of the Colorado School of Mines arrived in Rock Springs, Thursday, May 7th, on their annual tour of inspection. The students, with several of the Company engineers, were taken to Winton in cars furnished by The Union Pacific Coal Company. The morning was spent in No. 1 Mine watching the preparation and loading of coal by scrapers, shaking conveyors and Joy loaders. At noon a lunch was served by The Union Pacific Coal Company and the Community Council of Winton. After lunch the Winton pumping station was visited and the remainder of the afternoon was spent in Rock Springs at the power plant and the general office.

In the evening the students and professors were entertained at a dinner by the local Alumni Association, The Union Pacific Coal Company and the Independent Coal Operators of Rock Springs and Superior districts. Mr. J. E. Edgeworth, Superintendent of the Lion Coal Company, acted as toast-



master and Mr. George B. Pryde, Vice President and General Manager of The Union Pacific Coal Company, Mr. J. L. Libby, President of the Rock Springs Chapter of the Colorado School of Mines Alumni Association, Professor Irving A. Palmer, of the Colorado School of Mines, and William Redshaw, Superintendent of the Megeath Coal Company, were the principal speakers of the evening. Mr. Robison, President of the Senior class, speaking for the students, thanked everyone for making the trip and evening so pleasant and successful.

A trip is made every year by the senior students of the school, during which time various metal mines, coal mines, smelters and mills are visited. The trip this year went through South Dakota, Montana, Utah and Wyoming and was in charge of Professor J. Burns Reed, assisted by Professors M. T. Signer, Irving A. Palmer, Clark B. Carpenter, W. B. Jacobson and W. P. Huleatt.

## Robert E. Tally Addresses Mining Engineers in Rock Springs

MR. ROBERT E. TALLY, President of the American Institute of Mining and Metallurgical Engineers, President of the United Verde Copper Company and one of the outstanding mining men of the country, addressed forty members and friends of the Wyoming Section of the Institute in Rock Springs, Tuesday, May 5. The group were the dinner guests of The Union Pacific Coal Company. Mr. Eugene McAuliffe, President of The Union Pacific Coal Company, and a director of

the A. I. of M. E., presided at the meeting, introducing Mr. Tally who discussed the work, objects and functions of the Institute, explaining the advantages accruing to members through the efficient work of the various committees. Continuing he referred to the rapid progress recently made in the technical mining methods, pointing out that these methods were now in advance of the

distributing end of the business. Mr. Tally commented upon the benefits of a bonus system and the necessity of a safety program built upon the co-operation of both miners and operating staff who constantly strive to promote Safety First. He complimented The Union Pacific Coal Company upon its extensive mechanization production, also on its

handling of human relations, mentioning particularly the Old Timers' Association, the Community work and an extensive Safety Program. The fact that industries prosper best where there is harmony and complete confidence between the management and their employes was stressed. Dr. A. C. Boyle, Jr., spoke briefly on his pride in the work of the organization and pleasure in being able to attend. Mr. McAuliffe in closing the meeting expressed the hope that this "baby" section of the A. I. of M. E. might continue to grow and an appreciation for the opportunity of having Mr. Tally here.

The Institute of Mining and Metallurgical Engineers is made up of members from both the operating and the technical sides of the mining industry. It offers a splendid opportunity for the exchange of ideas and for the younger members to profit through contacts with those of wider experience.

## Flag Day

JUNE 14th, we again celebrate the "Old Glory", with fitting words. Yet how many people really know the history of the flag. The American flag has a history which reaches far back into the past and its symbols had their roots in movements hundreds of years old.

### THE COLORS—

There are two elements of any flag, its colors and its figures. We think of our flag as the red, white and blue, but in fact they are in many other flags. They are in the Union Jack of England and thereby hangs an interesting historical chain. The red cross on the white field comes to us from the days "when knighthood was in flower". It was such a banner, afterward known as the "Cross of St. George", that Richard Cœur de Lion, England's crusader king, received from the Bishop of Cappadocia. Such was the beginning of what Thomas Campbell calls "The meteor flag of England".

By the time of Edward II (1327) it had become the recognized English standard and remained such for nearly three centuries. As the ensign of Henry VII, it was planted on the shores of what is now Canada by Sebastian Cabot in 1497—the first European flag to float over the soil of North America.

But there was another crusader standard borne by a brave and hardy people who have contributed much to the making of our own nation. This was the "bonnie blue flag" of Scotland, consisting of the white cross of St. Andrew in a blue field. Under it Robert Bruce led the Scots on that fateful day of Bannockburn. It is interesting to recall in this connection that Betsy Ross, the designer of "Old Glory", was a Scotswoman.

In 1606, after James VI of Scotland had become James I of England, these two historic standards were combined in token of the union of the kingdoms. To the red and white of St. George's banner was added the blue of St. Andrew's and the red, white and blue, thus for the first time appeared in



Robert E. Tally  
President, United Verde Cop-  
per Company.

other than the "King's Colors"; what was more was the flag under which our flag was chiefly colonized. It was the flag which the Mayflower flew and our colonial ancestors carried in all their wars. In all their history the colonists had followed no other flag than the "King's Colors", what was more natural than they should embody the same colors in their new banner of independence?

#### THE FIGURES—

But what of the stars and the stripes. The stripes were found in the very earliest Revolutionary flags, yet the figures in the older flags were crosses. A flag containing thirteen red and white stripes and a red cross appears to have been used by the East India Company as early as 1704 and some have thought it furnished the suggestion for the stripes in our flag. If so, it offers an Asiatic origin. In the colonial banner of Rhode Island there were thirteen stars in a blue field, and some would trace to that source the stars in our flag. But, it seems, never before had the stars and stripes been combined in a single flag until they are found in the early Revolutionary flags. Now it also happens that in the Washington family coat-of-arms there were two bars and three stars. Since in the spring of 1776 Washington visited Philadelphia and in the company of Robert Morris, the financier of the Revolution, George Ross, a member of the Continental Congress, and Betsy Ross, widow of the latter's nephew, he worked out the details of the new nation's flag, it seems rather obvious that this device may have been a source of our national flag.

Finally on June 14, 1777, the Continental Congress

"Resolved, that the Flag of the United States be '13 stripes alternate red and white' with '13 stars white in a blue field'".

This implies that the flag designed by Washington aided by Betsy Ross was already in use.

#### SYMBOLRY—

The stars and the stripes thus united originally symbolized at first the same fact—the union of thirteen states. And this connection lasted for a considerable time after the first new states were admitted. For each one a new stripe, as well as a new star, was added to the flag. But it soon became apparent that these additional stripes, if continued, would widen the flag unduly and spoil its symmetry. A compromise was reached and the stripes permanently came to symbolize the original states, while the stars represent the ever expanding union.

Thus we see a wealth of symbolism and historic allusion lies back of our flag—chivalry, crusades, the exploration and colonization of the new world, the union of English speaking nations, the preservation of Anglo-Saxon ideals of liberty, and law—these are the ideas perpetuated and preserved in the evolution of our flag.

### The Eden Valley Dairy Association

A GROUP of farmers idly gossiping around the fire of a country store one winter night in 1920 chanced to hit upon the subject of dairying. The unlimited possibilities seen, as a result of this conversation, led to the formation of the Eden Valley Dairy Association.

Without capital, equipment or business experience, much trouble was encountered in the early stages of development.

The problem of reliable transportation proved perhaps the most difficult. Under the circumstances, no reliable trucking firm could be persuaded to take the contract for hauling the milk from Eden Valley to Rock Springs; however, eventually a newly returned soldier with an old truck, without a job,

(Please turn to page 264)



Left—Part of the Purebred Guernsey Herd Belonging to Jesse Engle, Eden Valley.

Right—Holstein Herd and Interior of the I. H. Dearth Barn.

Lower—Some of Robert W. Greig's Holstein Dairy Herd.



# —≡≡≡ He Old Timers ≡≡≡—

## Hail! Old Timers' Day is Here Again

EVERYTHING is ready, the flags and banners are unfurled, the committees are completing the last details and all signs are pointing to an unequaled day of fun, feast and frolic when we gather June 13th to celebrate the Seventh Annual Old Timers' Day. Rock Springs will be the scene of many happy reunions when the 521 members of the Association, with their wives, assemble. "Days of the Eighties" and all those since intervening will be relived with a vividness that brushes aside years. Strange how one tale always calls for another and one anecdote reminds someone else of one.

The forenoon will be taken up with business meeting and election of officers in Elks Building, the parade and then the banquet at noon with Mr. Frank Tallmire as toastmaster, the Hanna orchestra furnishing music during the dinner hour, musical numbers, presentation of the nine forty year buttons by Mr. Eugene McAuliffe and an address by the Right Reverend Elmer N. Schmuck, Episcopal Bishop of Wyoming diocese. The remainder of the day will be more than busy with horse shoe pitching contests, tug-of-war, bocce boli and climbing the greasy pole for the men. For the ladies there will be prizes for the potato peeling contest, for the tallest, shortest, heaviest and lightest. Between three and five tea will be served to the Old Timers' wives in the library of the General Office Building. The bands are all planning to be there full force, the McAuliffe Kiltie Band having added several new faces to its personnel.

At eight o'clock an entertainment and dance will be held in the Old Timers' Building. The entertainment is under the direction of the Mine Superintendents, each allowed fifteen minutes to display the best talent of their particular town. A grand march, quadrille, Virginia reel and other old time dances to the strains of the Wyoming Wranglers will complete a very full day.

This brief outline in only a hint of all that is to happen. Many surprises are yet in store. There's no question that it will be the most successful day the Old Timers' organization has ever enjoyed. Just come and see!

## Old Timer Matt Klemenc

Mr. Klemenc, who is an Old Timer with a service record of twenty-eight years of continuous service, came to Rock Springs in 1903, directly from Austria. Prior to coming to the United States he had worked in the mines of Austria and Germany, but,

not content with conditions there, he decided to bring his family to America. Since Mrs. Klemenc's brother was already in Rock Springs they came here immediately where they have made their home since. Two sons and two daughters compose the family of Mr. and Mrs. Klemenc. They are all married except one son, Frank, who lives at home. Although sixty years of age Mr. Klemenc is as active as he ever was and works every day in Number Eight Mine. He is a member of two lodges and an American citizen.

## James Bowns Passes

James Bowns died Wednesday, May 13th, at the age of eighty-seven years, at his home in Almy. Mr. Bowns was born in Oldbury, Staffordshire, England, July 27, 1843. After joining the L. D. S. church in 1867, he emigrated to America coming directly to Almy. For many years prior to 1892 he was mine foreman and in 1892 succeeded W. T. Ramsey as Superintendent of the Almy mines. In 1900 he went from Almy to Spring Valley as Mine Superintendent and served there until August 1900, when he was succeeded by Mr. D. G. Thomas. From 1902 to 1906 he served as County Commissioner in Carbon County, returning to Almy in 1908 where he has since resided. He was Bishop for the L. D. S. ward of Almy for twelve years.

Surviving are three sons, ten daughters, fifty-three grandchildren, four great-grandchildren and one great-great-grandchild. Funeral services were held in Almy, Saturday, May 16th, and interment made in Almy cemetery.

## THE UNION PACIFIC COAL CO WASHINGTON UNION COAL CO

OLD  
TIMERS'  
REUNION

Over five hundred  
loyal, faithful men have  
devoted the greatest part of their lives  
to producing coal in the  
interests of THE UNION PACIFIC  
Most of the men emanated from  
European countries and many are "cousins."  
In reunion, the SEVENTH, of these men is  
set for Friday-Saturday, June 12-13, at  
Rock Springs, Wyoming. A big turnout is  
expected and several surprises are on the tapis.  
Unusual attractions and amusements arranged for  
so Old Timer should fail to be in attendance.  
Interest in the affairs of the  
organization grows more and more each year  
office - enjoyable visit assured. Bring the wife



*This group of officers and employees of The Union Pacific Coal Company was taken at Rock Springs immediately following the funeral of Morgan Griffiths, who died March 11, 1911.*

*Standing, reading from left: W. D. Brennan, now President Utah Fuel Company; Joseph Traher, retired, Rock Springs; C. H. Durham, deceased; L. D. Gray, Chandler, Oklahoma; Geo. A. Murphy, Superintendent Spring Canon Coal Company, Utah; F. L. McCarty, retired, Rock Springs; Geo. C. Huling, deceased; James MacDonald, Sr., retired, lives at Laramie; W. J. Hallett, lives in California; A. H. Anderson, Billing Clerk, Rock Springs; T. H. Butler, Mine Superintendent, Rock Springs.*

*Seated: Geo. B. Pryde, Vice President and General Manager; Robert Muir, retired, lives in California; Geo. L. Black, deceased; W. K. Lee, Purchasing Agent, Rock Springs; C. P. Wassung, deceased.*

## A Family of Old Timers

One hundred and thirty years seems a long time for some of us to comprehend, but when one family can total that number of years of service in one organization it is enough to make them remarkable. That is the record of the Croft family including three generations. Mr. Thomas Croft, who is eighty years old began working for The Union Pacific Coal Company fifty years ago in May 1881 in old Number Three Mine. His son Charles W. Croft, entered the employ of the Company, July 1888, in Number Seven Mine. Following in the footsteps of father and grandfather the three sons of Charles Croft, Clyde W., Myrle and Harry F. are all employed by the Company with a total of forty-four years of service. All live in Rock Springs and are active in church and community work. This is indeed a family record of which both family and Company can be proud.



### FAMILY OF OLD TIMERS

*Standing, left to right—Clyde W. Croft, Myrle Croft, Harry F. Croft.*

*Sitting, left to right—Thomas Croft and Charles W. Croft.*



# A Midwinter Night's Dream

By L. E. HARRIS, *Superior, Wyoming*

WHO is there who does not love to go into the mountains? To camp at the side of a babbling brook, fresh from the snow fields of alpine peaks; to follow a mountain trail, now through dense forests of pine and aspens, now along a clear crystal stream as it dashes and splashes and races madly down through narrow rocky walls, now across a lovely sylvan meadow where the forest draws back yielding to meadow grass and pussy-willow.

Here the stream slows up as if to rest after its mad dash through the rocky canyon above. Here the trout love to gather, to leap for flies and pursue the numerous insects which inhabit the quiet stretches of the stream. Here, also, the beaver builds his dam providing himself with an increased area of water suitable for his lodge. Here, sometimes, too, come the elk, the deer and the moose to quench their thirst and to feed upon the succulent grass which grows with rank abandon.

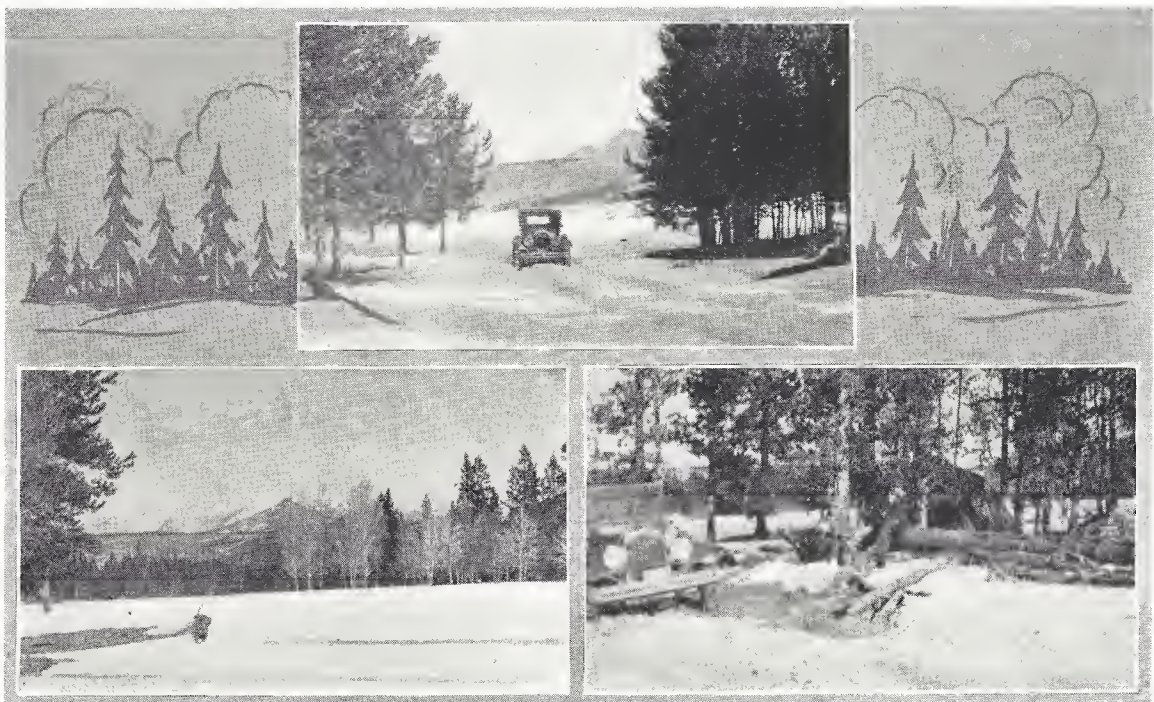
Surely there is nothing more enjoyable, more healthful or more inspiring than a trip to the mountains in summer except, perhaps, such a trip in midwinter. There is something different, something novel about a camping trip in the hills in winter. Of course usually such a thing is impossible. Old Man Winter isolates these choice spots with blizzards and storms, piling the snow up to such depths that only the forest ranger, the trapper or, per-

chance, the prospector dare ignore his mandate and penetrate into his sacred domain.

But we were fortunate this year in that Old Man Winter got all mixed up in his plans and delayed his coming. Days and days of warm sunshiny weather not only stirred the house flies into action but also aroused the spring fever bug. And so when January began to dwindle away in the midst of almost summer weather, a mild outbreak of spring fever occurred. I fell a victim along with Jack Wallace and Gid Price. At any rate we were sure that was our trouble and decided that the only cure was a trip into the mountains.

We left Superior a little after four o'clock in the afternoon of the last Saturday of January. Word had filtered down from the north country that there was little snow in the mountains but nevertheless we took no chances and fortified ourselves with an array of paraphernalia that would have done credit to an arctic explorer. You never can tell about this Wyoming weather for, like the railway time tables, it is "subject to change without notice."

Darkness found us well in sight of the Wind River Range but still some distance from our destination. We were headed for the Dutch Joe country but were prepared to camp anywhere if our plans were foiled in any way.



Top—Hard on the car but what a sight!

Left—The Wind River mountains in all their winter glory.

Right—Our camp in the Wind River mountains on February 1st.

At Squaw Creek we hit the first snow on the trip and as it appeared to be of little consequence we decided to drive on up into the timber where ever fortune and good gas would take us. Another car had preceded us at some time or other so we simply followed the trail.

As we got deeper and deeper into the timber the snow increased until finally, about a mile this side the ranger station, the car hit snow nearly up to the running board and refused to go. We could have applied chains and perhaps gone on but as it was then eight-thirty we could see no advantage in doing this so decided to camp. We were fortunate in that we had gained the top of a rise before the car stalled for right beside us was a patch of pines from around which the snow had been blown away leaving the ground bare and dry. Here was an abundance of dry wood and nearby plenty of snow for water.

Gid gathered up a pile of pine needles and small pieces of wood, touched a match to it and off it went. In less than an hour we had our tent up, supper over and were ready for bed. But did we go to bed? We did not, that is not until nearly midnight. The night was too glorious, too wonderful to think of going to bed.

And so by the side of a merry pine-wood fire we sat and talked and drank in the beauties of our surroundings. The air was warm and balmy with just enough chill to make the fire agreeable. Not a cloud in the sky; not a breath of wind disturbed the pine tops and not a sound broke the stillness of that winter's night except the crackle of the fire as it licked at the dry timber heaped upon it.

A full moon bathed the mountains in a mellow silvery light. Everywhere were lights and shadows. The tall granite peaks ahead of us, rugged and broken and shrouded at their base with somber forests of pine lay against the starry sky unfolding a panorama of entrancing beauty and grandeur.

Below and about us were little parks and open spaces white and glistening and fringed and dotted with dark splotches of pine and lighter patches of aspens. The aspens were marvelous. There they stood, bare stark sentinels in the night, shorn of the glory of their dancing leaves and summer foliage. Shafts of moonlight shot down through the less dense growths of timber producing a medley of lights and shadows of rare charm and loveliness. All around us in the snow were the tracks of elk, deer, coyote and rabbit but not a sound or a glimpse of anything did we hear or see.

So much for our trip. I had long desired to spend a night in the mountains in winter and so in this way my dream was realized. "Two hundred and thirty miles across the Wyoming plains in winter just to sleep out in the snow? Not me!" Such were the comments of some but not one of us but felt repaid for the time and trouble we took to do it.

## The Eden Valley Dairy Association

(Continued from page 260.)

and too hungry to protest, assumed that responsibility on a percentage basis.

Road conditions were far from ideal and frequently during the winter months they were blocked for several days at a time. In spite of these difficulties the business made financial headway to such an extent that in 1923 they were able to install their own hauling equipment. The following year they incorporated. Responsible financial interests began to take notice of the young Association and backing was obtained for the purpose of bringing in purebred stock. This action, together with periodical culling has resulted in perhaps the finest, most uniform collection of dairy cows in the Intermountain section—Holstein and Guernseys predominate.

Through the cooperation of the State, a yearly health test is made of each cow. Rigid milk sanitation and bacteria tests are made daily at the distributing depot in Rock Springs.

Last year, there was distributed by this Association, approximately 75,000 gallons of milk, 12,000 gallons of cream and 5,000 lbs. of butter. These products were distributed to the consumer at a lower price than is found in most states. Needless to say, the proceeds from the sale of these products remained for the most part in Sweetwater County.

This industry has made it possible for the farmers in Eden to enjoy a higher standard of living than is usually found in like communities, and, of course, it naturally follows, that with prosperity so close to us on the north, the merchants of Rock Springs likewise benefit. Truly, it is an industry of which Sweetwater County may be proud.

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Propaganda: The other side presented so convincingly it makes you mad.—*San Francisco Chronicle*.

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Money may be filthy, but you never see anyone washing their hands before they accept a wad of it.

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### AN EFFICIENCY EXPERT

That British Columbia man who wrote 12,125 words on a postcard saved all of two cents in postage.

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### UNDERTAKERS NOTICE

All bridge players should be buried with simple honors.

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The teacher saw one of her pupils take an apple from his pocket and begin to eat it. "Go out into the school yard and finish your meal," she said.

To her surprise the boy quietly rose and moved to the door. Then he turned. "Teacher, can my little brother come too, 'cause half of it is his?"



# Of Interest To Women

## Rose Luncheon

### MENU

- Shrimp Cocktail
- Lettuce Soup                      Radish Roses
- Chicken a' la King in Puff Paste Roses
- Buttered Beets
- Spinach Baked with Eggs and Tomato Sauce
- Clover Leaf Rolls
- Ice Cream in Rose Shapes
- Little Rose Cakes              Candy Rose Petals
- Coffee

June the month of roses suggests a rose luncheon as a rather nice way to entertain when the girls come home from college or as a compliment to the bride to be.

### SHRIMP COCKTAIL

- 1 cup catsup
- 1 teaspoon Worcestershire sauce
- 2 teaspoons lemon juice
- Salt to taste

Just before you serve add slowly  $\frac{1}{2}$  cup of cream. Chill and serve over shrimp in cocktail glasses.

### LETTUCE SOUP

- 2 heads of lettuce               $1\frac{1}{2}$  teaspoon salt
- 1 slice of onion                   $\frac{1}{2}$  teaspoon paprika
- 3 pints of white stock           $\frac{1}{4}$  teaspoon pepper

Separate and wash lettuce leaves, cut outside leaves in fine shreds, put in sauce pan with onion and white stock and simmer thirty minutes. Rub through a sieve into a double boiler, add remaining lettuce, shredded and cook twenty-five minutes. Season and serve very hot.

## Food Needs of the Body

The body needs at least four classes of foods:

1. Foods to build new tissue and to repair worn tissue.
2. Foods to regulate the body processes.
3. Foods to promote growth and health.
4. Foods to provide sufficient energy for all the activities of the body.

Foods to meet each one of these requirements must be furnished each day if the body is to be maintained at its highest level of efficiency.

1. Body tissues include, muscles, bones, nerves and blood. These are built up and repaired by factors contained in food, chiefly protein, water and at least seven mineral salts. Calcium (lime), phosphorus and iron are the most important minerals and where they are found the others are too. Milk, meat, eggs, cheese, cereals and vegetables provide

protein. Since no protein is stored in the body, a daily supply is necessary.

2. A body carries on many processes. The heart beats, the lungs take in and expel air, the blood circulates, each cell and nerve is at work, digestion of food takes place and many other activities. Mineral salts and water not only help to build tissue, but also act as regulators of these activities. Iodine, as an example, although needed in small quantities, is essential to the proper functioning of the thyroid gland, with resulting goiter. A certain amount of bulk in food is necessary to stimulate and regulate muscular action along the digestive tract. Liver, oysters, fish, milk, leafy vegetables, and bran are important in this group.

3. Growth and health factors, known as vitamins, have only been known for the past twelve or fifteen years. Much nervousness, fear, and ill-nature, lack of self control, ambition and interest in work are due to a diet deficient in vitamins. Orange juice, lemon juice, tomatoes, raw cabbage, spinach, liver, egg yolk, carrots, beans, peas, and nuts are a few of the many foods rich in vitamins.

4. The energy needs of the body are measured by calories. Energy of food gives the body power to work and keep warm. The amount of energy needed depends upon his age, size and activity. While sugar and starch are high in calories, other foods also have much energy. Whole milk, whole grain, fruits and vegetables give considerable energy. It is a question of a choice of the energy giver.

## Summer Round Up Held in Superior

Child Health Day was observed in Superior May 1-2 with a clinic for children of pre-school age. The clinic enables the parents to have corrections made during the summer before the children enter school so that it will not be necessary for them to miss school for these causes. Thirty-two children were examined. The clinic was managed by the Parent-Teacher Association. Following is their report:

### Assistance—

May 1st—Mrs. A. Davis

May 2nd—Mrs. A. B. Gantz

Girls of the Home Hygiene Class both days.

Number examined .....	32
Vaccinated for small pox.....	16
Diphtheria injection .....	2
Toxin-antitoxin .....	18

### Results of Examination

Underweight .....	8
Defective Teeth .....	18

Defective Tonsils .....	10
Adenoids .....	4
Deformities .....	2
Home calls made for the Round-Up.....	56

All returned for the second injection of diphtheria antitoxin.

## The Toy Strewn House

Give me the house where the toys are strewn,  
Where the dolls are asleep in the chairs,  
Where the building blocks and the toy balloon,  
And the soldiers guard the stairs.  
Let me step in the house where the tiny cart  
With its horses rules the floor,  
And the rest comes into my weary heart  
For I am at home once more.

Give me the house with the toys about,  
With the battered old train of cars,  
The box of paints and the books left out  
And the ship with her broken spars.  
Let me step in a house at the close of the day  
That is littered with children's toys,  
And dwell once more in the haunts of play  
With the echoes of bygone noise.

Give me the house where the toys are seen,  
The house where the children romp,  
And I'll happier be than man has been  
'Neath the gilded dome of pomp.  
Let me see the litter of bright-eyed play  
Strewn over the parlor floor,  
And the joys I knew in a far-off day  
Will gladden my heart once more.

Whoever has lived in a toy-strewn home,  
Though feeble he be and gray,  
Will yearn, no matter how far he roam,  
For the glorious disarray  
Of the little home with its littered floor  
That was his in bygone days.  
And his heart will throb as it throbbed before  
When he rests where a baby plays.

—Author Unknown.

## Reliance Woman's Club

A meeting of the Woman's Club was held Wednesday evening, May 6th, at the Club House. The following program was given:

Vocal Solo.....Miss Ethel Littrel  
Dorothy Robertson, accompanist  
Paper, "The Bozeman Trail".....Miss Ivy Grover  
Paper, "History of Wyoming".....Miss Ferguson  
Paper, "Wyoming State Flag".....Miss Osbourne  
Paper, "Life of Sen. Kendrick".....

.....Miss Ruth Kraushaar  
Picture Study, "The Gleaners".....Miss Kern

Lunch was served by the hostesses, Mrs. Pinter, Mrs. Kelly and Mrs. Burns. The last meeting, until next fall, was held on May 20th.

## The Superior Woman's Club

The Superior Woman's Club held its regular meeting Friday, May 1. Following the business meeting Mrs. Oscar Yuthas had charge of a program relative to Child Health Day. Mrs. C. O. Larson served dainty refreshments.

The Study Department of the Woman's Club met in the Community Club House Monday, May 4. Several guests were present. In addition to the usual study program, Miss Betty Dugas, read her prize winning essay on "Wyoming Trails". Tea was served by Mrs. W. B. Clark, Mrs. A. B. Gantz and Mrs. A. S. White. The next meeting will be held at the home of Mrs. A. S. White. The final meeting of the study section will be a pilgrimage to Fort Bridger, June 7. Anyone interested in going on this trip is invited to pack a picnic lunch and come along.

## Women the World Over

Sightless since she was seven years old, Mrs. Elsie M. Cowan, aged 35, of Denver has become a writer and sold her first story. In 1930 she enrolled in the short story class at the University of Colorado.

Miss Linda Anne Eastman, executive head of the public library of Cleveland, O., has charge of more books than any other woman in the world. The institution is the third largest in the United States in circulation.

Of the 578 occupations listed by the U. S. Department of Labor, there are only 32 into which women have not entered.

Women in the United States control approximately 41 per cent of the nation's wealth and spend about 85 per cent of the money that is spent.

Mrs. Lydia Ann Baker of Lima, Pa., who recently celebrated her 101st birthday anniversary regards short skirts as indecent. She confesses she is very old fashioned as regards the "modern woman".

## A Ring

On it slipped that cool  
Unsuspecting little  
Ring.

Wedded us, joined us  
Each to the other  
During this long life, till  
Death do us part!  
Instilling in us the  
Ne'er to be forgotten awe of  
God, our Maker.

Ring, may you and all you mean  
In both our lives, remain ever  
New, untarnished, pure as  
Gold, of which you are made.

—By RUTH G. H.



## —≡ Our Young Women ≡—

## Outdoor Days

School days are o'er and once again 'we hail vacation. The outdoors is beckoning while before we know it we will all be off to camp again next month. During June is an excellent time to perfect yourself in camp craft so when you get to camp you will be a trained camper and therefore able to get the most fun out of it because you will know the best way to do things. Picnics without table-cloths and salads carefully prepared at home are bits of camp on a small scale. If you have wonderfully fine picnics at which everyone shares the work and keenly enjoys the food and games, you are taking a step toward a successful camp.

Outdoor cooking is one of the best sports and most healthy pastimes. To be able to strap a few necessities on one's back and go away from houses and stores depending solely upon one's own resources is a delightful experience. Now's the time to learn to lay your fires. A skilled woodsman does not use paper to kindle his fire and he seldom finds it necessary to use more than one match. But remember no matter where you are camping you are merely given the use of the land, this means certain rules must be obeyed. Such rules include not picking flowers, disposing of any refuse or traces of food, such as tin cans, never leaving a fire until you are sure that it is out and care not to leave matches lying about your camp place.

## GYPsy MENUS

Egg and Potato Salad  
Tongue and Ham Sandwiches  
Crullers and Cheese  
Chocolate Indians  
Fruit Coffee

Bacon and Eggs	
Fresh Tomatoes	Salad Dressing
Bread and Butter	
Molasses Cookies	Cocoa

Sausages and Fried Potatoes  
Bread and Butter  
Fresh Fruit                      Gingerbread  
Cocoa

French Toast Sandwiches  
(with jam or chopped meat filling)  
Cheese                      Cookies  
Cocoa or Milk

## Miss Olga Carlson, National Scout Instructor, Here

Scouting has taken on a new impetus during the month and why shouldn't it when we have been fortunate enough to have Miss Olga Carlson, instructor at large for the Scouts, here with us for four whole days. Miss Carlson spent Monday and Tuesday, May 11-12, in Superior, where she talked to the mothers and others interested in Scouting following a program given by the Superior Eagles. Tuesday afternoon she discussed Scout leadership and the advantages to be gained by girls in Scout troops with the Mothers and those interested in becoming Scout leaders. While in Rock Springs classes in First Class Scouting, Second Class and Tenderfoot were held. Everyone fortunate enough to have been in one of Miss Carlson's classes could not have left but with many new ideas and much enthusiasm to accomplish much more in Scouting next year. We all regret that she could not have stayed a little longer with us.

## Superior Eagles

The Eagles were the guests of the Boy Scouts at their Court of Honor held Thursday, May 7.

The Moose Patrol called on May Swanson, May 9. May, one of our Scouts, has been ill all year and not able to attend either school or Scout meeting.

The Pine Patrol will entertain the Troop with a short program Wednesday, May 13.

We are eagerly looking forward to the First Aid Contest in June. Mr. Tom Gibson talked to us on First Aid, May 6.

Miss Olga Carlson, the Instructor at Large of the Rocky Mountain District, was with us Monday and Tuesday, May 11-12. Monday evening a short program was given at the Community Church after which Miss Carlson talked. Later in the evening games were played and refreshments served. We were proud of the number of mothers and Scout friends who were out. Tuesday afternoon Miss Carlson talked to the mothers and women interested in scouting. Tea was served at the close of the meeting.

## HOW TIME DOES FLY

An old lady kept a swearing parrot. On Sundays she kept a cover over the cage that kept him quiet. One Monday morning, seeing the minister at the door, she again slipped the cover over the cage, and just as the dominie stepped into the parlor the parrot remarked: "This has been a damned short week!"

## Mary Potochnik Abroad

Miss Mary Potochnik, who is employed in the Auditor's Office, recently sailed for Europe with her mother. They will land in France, travel through Germany thence to Jugo-Slavia, the old family home, returning to America about September 1st. The Potochniks came to America in 1903 and to Rock Springs in 1905. Mr. Frank Potochnik, Mary's father, is an Old Timer having a record of twenty-six years of continuous service. We all wish them a "Bon Voyage" and a pleasant visit.

He: "You should see the new altar in our church."

She: "Lead me to it."

## Tono Grammar School Basketball Season Ends

The season of 1930-1931 basketball for the Tono Grammar School Boys ended in a good showing for the boys. This season was the first attempt at basketball and taking that into consideration they did well.

Following are the results of the season:

Tono 8	Rainier	6
Tono 13	Rochester	22
Tono 15	Roosevelt	17
Tono 17	Bucoda	14
Tono 18	Forest	17
Tono 10	Rainier	11
Tono 14	Rochester	12
Tono 18	Little Rock	17
Tono 17	Little Rock	15



**TONO BASKETBALL TEAM**

Left to right, standing—Earnest Flani, Anthony Corcoran, Toby Wigley, Bill Androsko, Delbert Boardman.

Kneeling, left to right—Substitutes Jimmy Sheldon, Bill Monaghan and Carl Peterson.

## Boy Scout Activities

### Scouting

1. What is the oath a boy takes before becoming a Scout?
2. What are the age limits for members of the various Boy Scout classes?
3. What is the Scout's motto?
4. Is the Boy Scouts of America a military organization?
5. What are the Cub and Scout sign, salute and handclasp?
6. What is the religion of a Scout?
7. What is a Scout prepared to do in case of accident or disaster?
8. What are Sea Scouts?
9. What are Air Scouts?
10. Name some other organizations which are similar to the Boy Scouts of America.

### Answers

1. "On my honor, I will do my best to do my duty to God and my country, and to obey the Scout law, to help other people at all times, and to keep myself physically strong, mentally awake, and morally straight."
2. Wolfcubs, 9 to 10 years; Bearcubs, 10 to 11; Lioncubs, 11 to 12; Boy Scouts, 12 to 18; Rover Scouts, 17 to 18; Sea Scouts, 16 to 18; assistant scoutmasters and cubmasters, 18 or over; other Scouters, 21 or over.
3. "Be Prepared." "Do a Good Turn Daily."
4. Decidedly not. Scouts cannot use guns nor any weapons while in uniform.
5. Sign: the finger held at the height of the shoulder. The salute is three fingers held at the brim of the hat, or to the right eye. The handclasp is three fingers of the left hand. The Cub sign, salute, and handclasp are the same, except only two fingers are used.
6. A Scout's religion may be any religion that recognizes but one God—either Catholic, Protestant, Jew, or Mohammedan.
7. He is prepared to render first aid to the victims, or do anything else necessary.
8. Sea Scouts are Boy Scouts who are interested in activities pertaining to the water.
9. Organizations sponsored by several local councils for Boy Scouts interested in aircraft.
10. Girl Scouts, Inc., Canadian Boy Scout association, Camp Fire Girls, Baden-Powell Girl Guides, and Boy Scout organizations of forty other nations.  
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### Court of Honor

A very interesting and well attended Court of Honor was held at Superior, Thursday evening, May 7th. This was one of the most interesting



Courts of Honor held during the past year. All of the troops of Rock Springs were out in full force in an effort to surpass the fine record made by the Superior troop in the troop rating plan. Troop 165 of Superior however came out first with 239 points, Troop 169 of Rock Springs came a close second with 224 points.

68 badges were awarded at this Court of Honor, which is also the most badges awarded at a Court of Honor during the past year.

Troop 165 under the direction of Mr. Haueter, Scoutmaster, furnished a very fine program.

A very fine troop flag and American flag, together with a complete set of Merit Badge books, was presented to Troop 165 by its troop committee. Mr. H. A. Wylam, Chairman of the Troop Committee, presented them.

## Superior Boy Scouts

A Court of Honor was held in the Superior Opera House, Thursday, May 7.

First Call.....Bugler  
Selection .....High School Orchestra  
Presentation of Colors to Troop 165 by

Troop Committee Chairman.....H. A. Wylan  
Oath of Allegiance.....All Scouts

Song .....Scouts  
Talk.....Geo. Young, Vice Pres. of  
U. M. W. of A., Dist. No. 22

Song Fest.....Boy and Girl Scouts  
Presentation of Badges to Mothers.....

.....Scouts of All Troops  
Selection.....High School Orchestra

Awarding of Badges.....  
.....Chairman of Court of Honor

Taps .....All  
Scout Benediction

## Jamboree

Plans have been completed for a Jamboree of all the Scouts in the Sweetwater District to be held in connection with the U. P. First Aid Contests and Old Timers' Day, June 12th and 13th. Scout activities will start promptly at 2:00 P. M. on Gilpin Field, both days. The Swimming Contests will be held at Bob Hay's pool at 7:30 P. M. June 12th.

Contests will be held in the following events: First Aid, Troop Drill, Troop Physical Drill, Tower Building, Signaling, Fire by Friction, Fire by Flint and Steel, Kite Flying, Model Aeroplane, String Burning, Mile at Scouts Pace, Knot Tying, Archery, Axe Throwing, 220 Yd. Bicycle, 880 Yd. Bicycle Relay, 50 Yd. Dash, 100 Yd. Dash, 220 Yd. Dash, 880 Yd. Relay, Broad Jump, High Jump, Pole Vault, 50 Yard Free Style Swim, 100 Yd. Free Style Swim, 200 Yd. Relay Swim, 50 Yd. Back Stroke, 50 Yd. Breast Stroke, 50 Yd. Side Stroke, 50 Yd. Crawl, Back Dive, Swan Dive, Jack Knife Dive.

Prizes will be given for first, second and third place in each event.

Saturday evening at 8:00 P. M. June 13th, there will be a Court of Honor held at the L. D. S. Church. In addition to the badges to be awarded at this Court of Honor, prizes for the Jamboree will be presented.

## Summer Camp

Plans are being developed for the summer camp, which will be held at New Fork Lake from July 12th to 26th inclusive. In addition to the routine of Scout Camp life, plans are being made to have experts in the various scout crafts to give instructions. The Forest Service department will furnish a man to teach Forestry, Botany and Geology. The Red Cross will furnish a Swimming instructor. Several of our local Scoutmasters will act as special instructors along lines which they are expert in.

The Scouts are already expressing a great deal of interest in the camp. Indications are that there will be a lot more boys in camp this year than previous years.

## The Goal

By GEO. L. GIRARD

*Instructor in Superior High School*

IF WE are able to swim would we walk ten miles on a hot summer day to find a bridge over a small non-treacherous river? If we are very hungry and had money, would we buy food or starve to death? When we join in any game, is it not our ambition to win? Do we not play the game with all our might and force?

Now, life is one of the most interesting games we play. Do we all play this game of life with all our might and force? How many of us set a "goal", which is to conquer the game of life, then walk the ten miles instead of swimming the river directly to the goal? Now let us ask ourselves why we do this; is it because we are afraid, or because we think the game of life is slow and we have plenty of time to win? Then we must ask ourselves, did we ever see any game that was slow, and one in which a coward could play and win? Even chess which appears to be very slow requires great speed of mental powers.

We all have intelligence. Are we using this intelligence, or are we starving? Many of us think that starving is lack of food, but lack of food is just one of many things that leads to starvation.

How many of us are only standing on the sidelines and watching the game of life? Are we satisfied to be spectator when we know we could be in the game, maybe even be captain?

The story is told of a Scotchman who walked into a drug store and exclaimed, "Give me 10 cents worth of poison. I want to commit suicide."

The clerk, much excited, shouted to the manager, "How can I stop him?"

The manager replied: "Charge him 20 cents."

# Our Little Folks

## The Five Chinese Boys

*The following story was told to us by Miss Victoria Burrough, third grade teacher in the Yellowstone School, Rock Springs. We thought it so charming we want to pass it on to our little folks.—Editor.*

IN CHINA there lived five brothers who looked exactly alike; so much so that not even their mother could tell them apart! Now each of the boys could do one wonderful thing. The first one could take all the water in the world in his mouth at once. The second could make himself taller than the tallest building in the world. The third one could make himself as hard as a stone. The fourth could stand any amount of heat and cold, boiling water didn't even burn him. The fifth and last could get out of any place into which he was put.

Now this family always had fish to eat. All the fish they could eat for breakfast, dinner and lunch. The neighbors all wondered how these people caught so many fish and wanted to have some too, so several old women went to these boys' mother and asked her how they caught the fish.

"My oldest son catches all the fish for us," the mother explained, "if you will send your children to the seashore tomorrow morning, my son will show them how they can catch all the fish they want."

The following morning all the children came to the seashore with many buckets and baskets. The oldest Chinese boy was there waiting for them.

"Now," he said to the children, "you must do exactly as I tell you. I am going to take all the water in the ocean in my mouth at once, while I am holding it you must hurry and gather the fish while they lie on the bottom of the sea. When I crook my finger like this you must all run up on the shore or you'll be drowned."

They all promised to do just as he told them. The boy took ALL the water in his mouth and the children got busy. Pretty soon he crooked his finger, but the children didn't pay any attention to him. The second time he crooked it they didn't even see him. The boy could not hold the water much longer and he crooked his finger the third time, but still the children did not even look at him. He had to let all the water out of his mouth and all the children were drowned! Of course the mothers were very angry when they learned that their children were gone. They immediately made up their minds to drown the Chinese boy. The boy began to cry and say that he was sorry, but this did no good. He then asked if he might go home first to tell his mother good-bye, if he promised to

come right back. They gave him permission to go, so he went home and sent his other brother who could make himself tall. When they threw him into the sea he kept getting taller and taller and his head stuck clear above the water. They didn't know what to do so they said they would cut his head off. The women bought the sharpest axe they could find in China and sharpened it all day. Just as they were ready to cut off the poor boy's head he began to cry and beg to go home and tell his mother good-bye. They let him go and this time he got his third brother who could make himself as hard as a stone. They brought the axe down on his neck and he couldn't even FEEL it! Well the women wondered and wondered what to do—they thought and they thought until finally they decided to burn him. This time they heated a kettle of water as big as the house and were just ready to throw the boy into it when he asked again if he could not go just once more to see his mother and say good-bye. He had been so honest before about coming back that they let him go again. He hurried home to get his other brother who could stand any amount of heat and cold. They threw him in but he just swam around having a lovely time. The women were dumbfounded, they spent the day and the night trying to think how they could get rid of this Chinese boy. The wise men of China at last advised them to bake a cake and put the boy in the middle of it.

After buying a pan as big as a room in the house they bought all the eggs in China, all the flour in China, all the sugar in China and mixed up the batter. They poured a little into the pan and it covered the boy's feet—then a little more and it went around his waist—then up to his waist—then up to his ears and finally way over his head. The women put the pan in a big oven and locked the oven door, then they locked the kitchen door and all the doors and windows and went away and left him. The next morning when they returned all the windows and doors were just as they had left them, but the Chinese boy was not to be found. No one has seen or heard of him or his family since.

Then there is this American one: "Good night," sleepily murmured the Scotch husband. "Sleep tight," snapped back his wife.

Steno: "There's a salesman outside with a mustache."

Boss: "Tell him I've got a mustache."

Prodigal Son: "Father, I'm a pauper."

Pa: "Congratulations, son, boy or girl?"—Judge.



## Combined Band Concert

The combined bands of The Union Pacific Coal Company of Rock Springs, Reliance, Winton and Superior gave a concert and dance at the Old Timers' Building, Thursday, April 30th, which was largely attended. Although the entire floor of the main auditorium was cleared for dancing, the room was taxed to its utmost to take care of all the dancers.

The musical numbers were extremely well rendered and showed remarkably proficient training on the part of James Sartoris, band master of the Rock Springs, Reliance and Winton bands, and P. A. Young, who, in the short time since he organized the Superior band, has made remarkable progress.

The bands are practicing faithfully for the Old Timers' meeting in June:

Following is the program as rendered:

1. March—"Messidor".....  
.....U. P. No. 4 Community Band
2. Columbian March.....Superior Band
3. Overture—"Bandmen's Delight".....  
.....Winton, Reliance Band
4. Polka Euphonius.....  
.....U. P. No. 4 Community Band  
Baritone Solo.....Steve Oresti
5. "Come Where the Lilies Bloom".....  
.....Superior Band, Brass Quartet
6. March—"Queen City".....  
.....Winton, Reliance Band
7. Overture—"American Legion".....  
.....U. P. No. 4 Community Band
8. Overture—"Minuet".....Superior Band
9. Elena Polka.....Winton, Reliance Band  
Duet for Trombone and Cornet  
Kovach and Hall
10. "Old Time Waltz".....  
.....U. P. No. 4 Community Band
11. Loyalty March.....Superior Band
12. March—"The Line Up".....  
.....Winton, Reliance Band

## News About All of Us

### Rock Springs

Mrs. George Lisko has returned from a visit with relatives in Evanston.

Mr. and Mrs. J. S. Preece are the proud parents of a baby daughter born on Monday, April 20th.

John Dankowski has returned to Pittsburgh, Pa., after having visited here with relatives the past month.

Angus Hatt has returned to work after having been confined to his home with the mumps for the past two weeks.

William Matthew, Joseph Behun and Henry Walters have returned from Green River, where they served on the jury.

Thomas Brawley is confined to his home with injuries received while at work in No. 4 Mine on Friday, April 24th.

Mrs. Frank Potocnik, and daughter, Mary, left on Sun-

day, April 19th, for a several months' visit with relatives in Europe.

Mrs. Joseph VonRembow entertained at a bridge party at her home on Thursday evening, April 30th.

Mrs. A. T. Henkell gave a reception for the Worthy Grand Matron of the O. E. S., at her home in Wardell Court, on Thursday, April 23rd.

Miss Florence Gunyan has been confined to her home with illness the past two weeks.

A shower was given Monday evening, April 27th, by Mrs. Louis Tarras, at the Kaminski home, for Mrs. Mike Kaminski, who received many beautiful and useful gifts.

Mrs. Raymond Gras is recovering from a minor operation undergone at the Wyoming General Hospital.

Miss Linda Bergamo is visiting with relatives in Kemmerer.

Mrs. Ernest Auselmi gave a miscellaneous shower for her sister-in-law, Mrs. Mike Unguren, at her home on Eleventh street. Cards were played and a delicious lunch was served.



Genevieve,  
daughter of  
Mr. and Mrs.  
Morgan Roberts,  
Rock Springs



Howell, son  
of Mr. and Mrs.  
Morgan Roberts,  
Rock Springs



A free clinic, sponsored by the Lowell P. T. A., examined one hundred and forty-seven pupils on Friday, May 1st. Local dentists and physicians were in charge.

Mr. and Mrs. Frank Parr attended The American Legion dance at Superior, Saturday evening May 2nd.

Helen, the daughter of Mr. and Mrs. Alex Prejich, was injured near the Pilot Butte hotel Thursday afternoon, May 7th, when a billboard blew over and knocked her down.

Robert Muir, of Salt Lake City, Utah, visited here with old friends on Thursday, May 7th.

H. F. Sholty, and son Frank, are at present employed at Winton, where they are painting and decorating.

George Stashack is in Cheyenne, where he is receiving medical treatment to his eyes.

A large crowd attended the card party, given for the benefit of Edward Brooks, by the Rock Springs Community Council in the Old Timers' building on Saturday evening, May 9th.

<b>ROSE FLOWER AND GIFT SHOP</b>
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<u>"NOTHING TAKES THE PLACE OF FLOWERS"</u>
Our Floral Work Is Unexcelled.      One Price to All

Arthur Sharp has recovered from a week's illness.

F. A. Wilhelm has purchased a new Chrysler sedan.

John K. Johnson has returned from Salt Lake City, where he consulted a specialist as to his health.

Mr. and Mrs. Tom Drnas have moved into the house recently vacated by John Titmus on Eleventh street.

Andrew Matson has moved his family from No. 1 hill to Logan street, where he has purchased a home.

F. E. Meighan has purchased a new Studebaker sedan.

Grover Martin is ill and has been confined to his home the past three weeks.

L. P. Hovorka, and family, motored to Provo, Utah, for a short visit with relatives on Sunday, May 10th.

Mrs. Mike Anselmi is a patient at the Wyoming General Hospital.

Doctor and Mrs. H. J. Arbogast motored to South Pass on Sunday, May 3rd.

Mrs. T. J. O'Farrell entertained several little folks at a birthday party Saturday afternoon, May 9th, in honor of her four-year-old daughter, Mary Agnes' birthday. Games were played and a lunch was served.

Edward Moffit, of Oakland, California, visited here with his brother, C. E. Moffit and family, on Friday, May 8th. He was enroute to Battle Creek, Michigan, for a visit with relatives there.

### Hanna

The Women of Mooseheart Legion gave a 6 o'clock dinner at the First Aid Hall when their Deputy Grand Re-

corder, Mrs. Marybell Kellogg of Seattle, Wash., visited here. The dinner was followed by a meeting and social at the Lodge Hall.

Mrs. John Doran is visiting with her parents here, Mr. and Mrs. I. J. Clark.

Mr. and Mrs. J. R. Mann and daughters of Winton, visited with the Sharrers a recent Sunday.

The many friends of Miss Edith Crawford were glad to hear of her graduation on May 2nd from the Presbyterian Hospital at Denver, after three years of nurse's training.

Mrs. Crombie, who underwent an operation at the Mayo Brothers Clinic, is reported as getting along nicely.

A baby girl arrived at the home of Mr. and Mrs. Paul Forakis on April 27th.

The high school presented their senior class play, "The Belle of Philadelphia Town" on Tuesday, May 12.

The Pythian Sisters lodge entertained at a six o'clock dinner at the First Aid Hall on Friday, May 8, in honor of their Grand Chief, Mrs. Jessie Epperson and State Press Correspondent, Mrs. Crone.

The school exhibit was held on May 8th, when excellent work was shown in all grades.

Mr. and Mrs. James O'Neil entertained at a six o'clock dinner at their home on Saturday evening, May 2, honoring Dr. and Mrs. F. E. Douval, who left Hanna on Sunday, May 3.

Mr. and Mrs. James Fearn and daughter, Ruby, Mrs. George Penman and daughter, Thelma, and Mrs. Tate motored to Cheyenne a recent Tuesday.

Mrs. Chas. Fink was honored by a surprise party by the

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ROCK SPRINGS, WYO.



members of the Jolly 500 Card Club. Those present were Mesdames Mangan, Olofson, Rodda, Stebner, Renny, Brindley, Edlund and Mary Jones, and the honored guest.

A Mothers' Day program was given in the theatre on Sunday, May 10th, under the auspices of the Eagle Lodge. Mr. Geo. Wales was chairman and introduced the speaker. Mr. Ray E. Davis, Past Grand Chaplain of the Eagle Lodge, from Colorado Springs. After the address by Mr. Davis a musical program with recitations was given by the school pupils from the kindergarten up to the eighth grade. Benediction was given by Rev. Kessler. The program was opened by the singing of the Star Spangled Banner.

Mission services were held in the Catholic Church during the week of May 10th to 17th.

The Junior-Senior banquet will be given at the gymnasium on Friday, May 15th, when places will be set for sixty people, including the faculty and the junior and senior classes of the High School.

The Boy Scouts will give a turkey supper in the First Aid Hall on May 16th.

## Reliance

Signs of spring in our midst—

1. The small fry rolling hoops and holding "Jacks" tournaments.

2. Mr. Zeiher swapping fish stories with his cronies and gloating over his first catch of the season.

3. Several new brides and grooms among us, bearing out the old-time adage that "In the spring a young man's fancy lightly turns to thoughts of love."

4. Dr. Fuhrer's outing and camping regalia out for an airing.

5. Gardeners selecting seeds and sweating over their proposed gardens.

6. Ralph Buxton putting in honest licks on beautifying his yard and harboring the thought that his grass is going to put all the other of "Middle" camp in the shade.

7. The pungent smell of paint, graduation announcements, vacation plans, new cars, dandelions—all of which point conclusively that "Spring has come."

Mr. and Mrs. Oliver Rogers of Laramie, Wyoming, are rejoicing over the birth of their first-born, a baby girl. Mrs. Rogers will be remembered as Gail Robertson, formerly of Reliance.

A wedding of interest in our community was that of Ernest Morrow of Reliance to Ruth Fletcher of Rock Springs. The young people have gone to housekeeping here in Reliance.

"Kansas" Uhren, who suffered a broken jaw some weeks ago has been discharged from the hospital. Said accident does not seem to have impaired "Kansas" winning grin as it is again very much in evidence.

Students of the Reliance High School put on an entertainment of high order this past month, "Rings of the Circus" being the title. The stage of the "gym" was decked out in true circus fashion, side shows, popcorn booths, etc., a romance being woven around the principals of the town in which the circus was held. All of the talent participating was exceptionally good.

The Senior Class banquet tendered to the Senior class by the Juniors of Reliance "high" was one of the successes of the year. Forty-five guests sat down to a tastefully prepared dinner which was served and prepared by Miss Kern and eight sophomore girls. The tables were decorated in the Senior class colors, green and gold. Each guest received a miniature green and gold airplane, that being the class emblem. During the course of the dinner, toasts were offered to the Seniors, Juniors, and Class Sponsors. A program and games of Bunco followed.

Reliance Junior High and Rock Springs High held a joint track meet at Gilpin Field, resulting in fifty-eight points for Rock Springs and thirty-two points for Reliance.

Dave Greek of Reliance was high point man with twen-

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Our Specialty { After Theatre Lunches  
Prices Reasonable

CLEANLINESS  
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DAY AND  
NIGHT

*Bring the Family and Try Our Big*

## SUNDAY DINNER

(Opposite Union Pacific Depot)  
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Sweetwater County Products

# WESTERN AUTO TRANSIT COMPANY ✓

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Rock Springs

Sales and Service

ty-five points. Mr. Seivert has been coaching the boys in the work.

The Senior class are busy with preparation for their commencement season. This will be the first graduating class of the Reliance High School and has a class of ten. On Friday night, May 16th, the class play "Safety First" will be presented in the auditorium. On Tuesday, May 19th, class day will be observed. Thursday, May 21st, the commencement exercises will be held.

Dr. W. C. Ruesser of the University of Wyoming will deliver the address.

Mr. and Mrs. Chauncey Murray motored to Salt Lake this week end to visit their daughter, Mrs. Percy Lafferty. They were accompanied to Salt Lake by Mr. and Mrs. Mike Takis and daughter.

Mr. and Mrs. Steve Vassos and George Katakis of Reliance have gone back to their former home in Greece.

"Tomnie" Morgan, our genial custodian of the pump station, has been moved to Winton.



*Miss Sarah Gibbs,  
of Reliance,  
who was gradu-  
ated May 21,  
from the Salt  
Lake General  
Hospital.*



The Woman's Club held a most enjoyable and profitable meeting in the Clubroom, May 6th. The program consisted of papers on Wyoming by the Misses Gronen, Ferguson, Osborne, Kraushaan and Kern. At the close of the meeting a social hour was enjoyed, with Mesdames Burns, Kelley and Pinter as hostesses.

Mr. and Mrs. Douglas Rahm of Pinedale are the proud possessors of a brand new baby boy.

Master Richard Ainscough had his hand severely hurt while playing with a food chopper.

Mrs. Dave Freeman and two small children have returned from Omaha, where they have spent the last several months with Mrs. Freeman's mother of that city.

An assortment of small trees and bushes came to our parts for distribution. Two of the young tree-lets fell to the lot of "Dude" Baxter, and was it not a coincidence that on "Mother's Day" "Dude" should present his wife with two small trees for her yard to commemorate the day?

Herewith is a chuckle for our Scotchmen and also a suggestion.

## Winton

Mrs. Boam and daughter of Ogden, spent a short visit with Mr. and Mrs. Tom Dodds here recently.

Mrs. Pete Henderson and two children returned from a two weeks' visit with her parents in Utah.

Mr. Pat Lepinski, our barber, has been on the sick list. We hope for a speedy recovery for Pat.

Mrs. J. A. Williams entertained the Altar Society at her home, May 4th. Following the business session, 500 was enjoyed.

Mrs. Pete Uram and children and sister, Marian Brack, went to San Francisco to attend the funeral of their aunt. They will stay for an extended visit.

A delightful miscellaneous shower was given in honor of Mrs. Gordon L. Edwards. (formerly Miss Sadie Auld). Mrs. Edwards was the recipient of many beautiful and useful gifts. Cards were played and refreshments were served.

Mr. Edward Steneck and Miss Fannie Flaker were married May 9th, and have moved into the house formerly occupied by the William Smith family. A shower was given in honor of Mrs. Steneck the following week and the Stenecks now have their kitchen fully equipped for culinary duties.

Mr. and Mrs. Doc. Krueger returned Tuesday, May 12th, from Omaha with a fine baby daughter, which was born April 18th. The young lady has been named Caroline Louise Krueger.

Our Payroll Clerk, William Daniels, recently stole a walk on the boys and returned with a wife. He was married to Miss Margaret Ruch of Laramie, Wyoming, on May 9th. They were attended by Mr. Cecil Cuthbertson and Miss Gertrude Ruch, sister of the bride. This is the third wedding for Winton this month. It looks as if May has replaced June for the popular wedding month.

**OLD TIMERS**  
*always welcomed here.*

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114-inch Wheelbase is equal to  
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longer wheel-base car.

It's in the Spring, Hydraulic Shock Absorbers and  
Low Center Gravity.

This new and stylish Sedan,  
70 H. P. Motor  
\$1,160.00 Delivered

## CHAMPION MOTOR CO.

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Phone 211

Rock Springs, Wyo.



Dan Daniels, Jr., returned from California, where he spent a short visit for the benefit of his health.

Mr. and Mrs. Wilkie Henry are the proud parents of a baby boy.

The Women's Club dance given during the month was very successful, also the dance given for the Girl Scouts.

Mr. and Mrs. J. R. Mann spent a week-end visit with friends in Hanna, Wyoming.

Mr. Archie Auld, Sr., had the misfortune to sustain a broken leg in a mine injury.

The First Aid Teams have been practicing diligently in anticipation of Field Day. We expect our teams to bring home the bacon this time.

## Superior

The study section of the Woman's Club met Monday afternoon, April 6, at the home of Mrs. A. B. Gantz, with fourteen members present. The topic for discussion was "Transportation." Papers were read by Mrs. A. Bertagnolli, Mrs. Steve Dugas and Mrs. Robert Outsen.

Mr. and Mrs. Gilindo Martini are the parents of a baby girl, born on Tuesday, April 13, 1931.

At a recent meeting of the Superior P. T. A. the following officers were elected: Mrs. A. Davis, President; Mrs. J. D. Scott, Vice President; Mrs. Louie Telk, Secretary and Mrs. Nick Conzatti, Treasurer.

Gust Berti is sporting a new Chevrolet coupe.

Mr. and Mrs. C. G. Scott have just returned after a short vacation in Jackson.

Mr. and Mrs. Clarence Woodhead are the parents of a baby girl born Tuesday, April 28, 1931.

J. H. Burnsmeier, former station agent here, was a recent business visitor in Superior.

Mr. and Mrs. C. A. Murray of Reliance were Superior visitors during the month.

Mr. and Mrs. Peter Chaussart are the parents of a fine baby girl, born at the Wyoming General Hospital, April 27, 1931.

While coming home from Rock Springs Sunday evening, April 26, the car occupied by Morris Ellis and family was struck by a car driven by P. P. Nelson about five miles down the canyon. No one was injured.

Mrs. Steve Dugas entertained the afternoon bridge club on Friday, May 1, 1931. Three tables of bridge were played and prizes won by Mrs. H. A. Wylam, first; Mrs. Ben Caine, second; Mrs. Joe Mettam, guest and Mrs. S. Lisher, consolation.

The Ex-service men put on a very successful dance and entertainment at the Union Hall, April 25, 1931.

Superior schools gave their annual exhibit and recital Friday, May 8, 1931.

## Tono

Mr. and Mrs. Henry Puckett moved to Wilkeson, where they expect to make their future home.

Mr. and Mrs. J. B. Jones of Portland, Oregon, are visiting with the latter's parents, Mr. and Mrs. J. K. Johnson.

Mr. Joe Sekul of American Lake visited friends in Tono. While here he was house guest of Mr. and Mrs. Fred Yedloutschnig.

Mr. and Mrs. Fred Planeta and Mrs. Nellie Barton and son, Charles William, of Tenino, visited with Mr. and Mrs. M. J. Mardicott.

Mrs. Harry Schuck and Mrs. Henry Cowell of Seattle visited with their parents, Mr. and Mrs. Fred Ring.

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James Sheldon, Pisquale Pino and Pisquale Landa, motored to Westport, where they spent a few days digging clams.

Mr. William Nicholson, principal of the Tono School, visited friends at Pacific Beach.

Mrs. Fletcher and son, Billie, and Miss Jean Murray of Bellingham, visited with the latter's parents, Mr. Robert Murray at Tono and Mrs. Robert Murray, who is in the hospital at Centralia.

Miss Helen Androsko of Seattle, spent a few days with her parents, Mr. and Mrs. Steve Androsko.

Mr. Steve Fusco and Mr. William Fusco motored to Seattle and Bellingham, where they attended to business, also visiting with their brother, Joe, who is attending the Success Business College at Seattle.

Mr. Pete Wilson, who has been at the Sweet's Hospital at Centralia on account of an injured leg, returned home much improved.

Mr. Fortunad Yedloutschnig, Matt Maki, John Inch and Charles Way sponsored a farewell party on Mr. George Hill of Centralia, April 30th, at the home of Mr. and Mrs. F. J. Yedloutschnig. The evening was spent in playing games, cards and dancing and at a late hour a dainty luncheon was served to Miss Anna Harvella of Winlock, Misses Dorothy Diesburg, Dorothy Hawkins and Mr. Clarence Brado of Bucoda, Miss Gladys Mardicott and Mr. George Hill of Centralia, Mr. Aleck Revel of Westport, and Misses Louise Merritt and Lorraine Bellis of Tenino.

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Mrs. Anne Emmitt of Valetz, Oregon; Miss Angeline Yedloutschnig of Portland, Irene Viles of Bucoda, Misses Florence Mardicott, Keona Sheldon and Mr. Steve Fusco, Fortunad Yedloutschnig, Edward Wigley, Matt Maki, John Inch, Charles Way, William Nicholson and Mr. and Mrs. F. J. Yedloutschnig.

Mrs. William Martina attended the haseball game at Olympia.

Reverend and Mrs. Marian A. McQuary and daughter and Mrs. Hadley, mother of Mrs. McQuary, of Centralia, Mr. and Mrs. William Hann and Mr. and Mrs. Edward Rogers were dinner guests of Mr. and Mrs. Ben Dowell, Thursday evening, April 30th.

Mr. and Mrs. Ray Simons are the owners of a Chevrolet sedan.

Mr. Arthur Carvall of Olympia spent a few days visiting with Mr. and Mrs. William Martina.

Mr. Oliver Ingersoll, lawyer of Olympia, was in Tono renewing old acquaintances.

Mr. and Mrs. C. H. Sandusky and daughter, Mrs. Bert Sayce, spent a week's vacation in Oregon, where they visited friends and relatives.

Mr. and Mrs. Andrew Sherack and family have moved to Olympia, where Mr. Sherack has accepted a position.

Mrs. Carrie Peterson, mother of Mrs. R. F. Simons and who had been living with her daughter, Mrs. L. A. McLain, is visiting with her daughter and family for a few weeks. The former is not enjoying the best of health and we are all hoping the change will be to her advantage.

Mrs. Frances Flani had as her dinner guest Wednesday evening, April 22, Rev. and Mrs. Baker and Mrs. Charles Larson of Centralia.

Mrs. Sylvia Coons, who had been visiting with her daughter, Mrs. George Clark and family for a couple of weeks returned to her home at Westport, Washington.

Vernon Burton of Seattle, visited with his parents, Mr. and Mrs. B. B. Burton also attending the Walkathon at Snelder's Prairie to visit with his sister, Mrs. Kenneth Bowers, who is one of the contestants.



#### TONO SCHOOL BASEBALL TEAM—1931

*Standing left to right—Wm. Nicholson, Principal and Coach; Toby Wigley; Earnest Flani, pitcher; Delbert Boardman, catcher.*

*Sitting left to right—Wm. Monoghan, Carl Peterson, Wm. Androsko, Paul Flani, Anthony Corcoran, James Sheldon.*

Mr. and Mrs. Willard Mossop spent a few days in Yakima last week. While there they visited with Mr. Mossop's mother, Mrs. Elizabeth Mossop, and other friends and relatives.

Dr. and Mrs. Dail Conger moved to Montesano, where the doctor has opened an office and will practice in that vicinity. Dr. Conger was doctor in Tono for the past five years.

Mr. and Mrs. Bert Holmes and son, Tom, have moved to Bremerton, at which place they expect to make their home. Jack Holmes, their other son, who is employed at the United States Navy Yard, will make his home with his parents.

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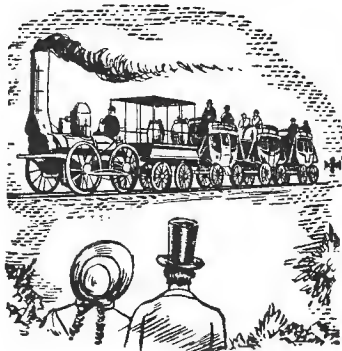
They can easily be made up into various inviting dishes, too. Supreme Graham Crackers or Supreme Salad Wafers spread with jelly or jam provide a wholesome and delicious lunch, most economically.

All of these Supreme Baker's oven products come to you daintily fresh in their double wrappings of waxed paper. You will find them at your grocer's. They are manufactured by the



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Full Size Chassis and Body ◇ 170" Overall length ◇ 5" Frame ◇ Silver Dome L-head Engine ◇ 48 horse power ◇ Rubber Engine Mountings, front and rear ◇ 44-pound Balanced Crankshaft—2¼" inches in Diameter ◇ Extra Large Bronze Backed Main Bearings ◇ 43.3 Square inches Main Bearing Surface ◇ 35 Pounds Pressure Engine Lubrication ◇ Drilled Oil Passages ◇ Oil Cooling Oil Pump ◇ Crankcase Ventilator ◇ Double Honed Cylinders ◇ Light Alloy Pistons ◇ Silchrome Exhaust Valves ◇ Impeller Type Water Pump ◇ 4-blade Fan ◇ Flexible Radiator Mountings ◇ Fuel Pump ◇ Fuel Filter ◇ Safety Gas Tank at Rear of Car ◇ 12 Gallon Gas Tank ◇ Electric Gas Gauge ◇ Single Adjustment Carburetor ◇ Automatic Intake Heater ◇ Air Cleaner ◇ Acceleration Pump ◇ Automatic Throttle Opening on Choke ◇ Manual Type Starter ◇ Steel Ring Gear on Flywheel ◇ Theft Proof Ignition Lock ◇ Indirectly Lighted Instrument Panel ◇ Depress Beam Headlamps ◇ Light Controls on Steering Wheel ◇ Thin-grip Rubber and Steel 3-Spoke Steering Wheel ◇ Pivotal Steering ◇ Worm and sector **ball bearing mounted** Steering Gear ◇ Spring Cushioned Ball Joints ◇ Ball Thrust Bearings at Steering Knuckle Pins ◇ Single Plate Clutch with Spring Center Clutch Disc ◇ Ball Clutch Release Bearing ◇ Oversize Transmission ◇ Cyanide Treated Transmission Gears ◇ Banjo Type Pressed Steel Rear Axle Housing ◇ 8 Timken Bearings in Rear Axle Assembly ◇ Double Timken Bearings in Each Rear and Each Front Wheel ◇ Chrome-Nickel Steel Axle Shafts ◇ Lapped Ring Gear and Pinion ◇ Hotchkiss Drive ◇ Minimum Unsprung Weight ◇ 4 Long Flat Springs, Laterally Mounted ◇ Self-Adjusting Spring Shackles ◇ Hydraulic Shock Absorbers ◇ Hydraulic 4-Wheel Self-Equalizing Weatherproof Brakes ◇ Special Non-burning Moulded Brake Lining ◇ Independent Handbrake Operating on Drive Shaft ◇ Safety Steel Bodies ◇ Sliding Windshield ◇ Extra Large Windows ◇ Steel Running Boards ◇ Heavy Vulcanized Rubber Running Board Coverings ◇ Moulded Aluminum Running Board Beadings ◇ Draft Excluding Windlances, Wiper Strips and Draft Plates ◇ Heavy Fabric Shims between Body and Frame ◇ Welt Insulation of Fenders from Body ◇ Exposed Moving Parts Cadmium Treated ◇ Bright Work in Chromium ◇ Bonderized Rustproof Fenders and Shields ◇ Wire Wheels.

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Phone 601

ROCK SPRINGS



### A MERRY LOOKING FOURSOME

They are—LeRoy, standing. Sitting left to right—Devere, Virginia and Jimmie. Their parents are Mr. and Mrs. James McGuire, Tono, Washington.



Already Old Timer tales are beginning to circulate, and this recalls that hence we overheard this one. For several years past an invitation had been mailed a member of the Old Timers Association to the banquet bearing the conventional R. S. V. P. (respondez, sil vous plait). Upon his arrival he inquired where his seat might be found and when 'the man on the door' inquired why he had not sent a response he said he did not know a reply was expected. When questioned further his explanation was that the R. S. V. P. stood for the initials of the Rock Springs printer.

If you meet one of the fellow office force in the hall and are greeted with "Fore" instead of "Good Morning" don't bother to investigate his sanity; just know he's another victim of the "golfitis" which is sweeping the town.

Mr. George Pryde has promised Jim Dewar and some other ardent golfiacs that he will bring them back a few balls from the St. Andrews course for Auld Lang Syne.

Mr. W. K. Lee is quite proud of his newly arrived grandson, who not content with being the thirteenth grandchild, arrived May 13th.

A couple of new ones on the Scotch:

"The lowest thing in the world is the ring around a Scotchman's bath tub when the water is on a meter."

Then again there was the canny Scotchman who, upon his regular morning examination of the contents of his mail box, found an envelope containing three samples of a candied cough drop. He immediately opened a window and sat in the draft.

We all wish the Prydes a "Bon Voyage".

And—all together—three cheers for Old Timers Day.

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and the  
BREAK OF DAY

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Rock Springs

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Garden Hose,  
Window Glass, Paints, Oils, Varnish,  
Stoves . . . Stove Repairs and Parts,  
Ranges and Kitchen Utensils.  
Coal Drills and Repairs to Same.  
Mining Tools.

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We pride ourselves on our Peters Shoes, for every pair is honestly made on a solid leather basis regardless of the price you pay.

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